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American Railroad Journal.

New York Saturday, July 1, 1871.

The Viaduct Projects.

WHAT THE DIRECTORS ARE DOING—THE PLAN OF CONSTRUCTION—THE APPROACHES TO THE EAST RIVER BRIDGE—NEW YORK EXPECTED TO BUILD THE BRIDGE.

The last meeting of the directors of the Viaduct Railway Company, as previously announced, was a secret one, but it has since been ascertained that the proceedings were as follows; a majority of the members were present: The President, Judge Hilton, stated that several corps of surveyors were actively engaged in making the necessary surveys of the proposed route, though nothing had been sufficiently matured to be presented to the Board for action, and that he had been under the impression that the Committee from the Chamber of Commerce, appointed at their meeting last week, would have been present on the occasion to lay their views before the Board respecting the extension of the road to the Battery or some other point at the lower end of the Island, but he had not heard from the Committee in any way.

Mayor Hall said, that, under the circumstances, there being no apparent necessity for the meeting of the Board until the Executive Committee was prepared to report upon the subject of route, &c., he should move that the Board adjourn, subject to the call of the President, which was agreed to,

The survey spoken of by Judge Hilton will be very accurate and minute. One hundred and fifty engineers are engaged upon it. On the completion of their labors they will make a report to a committee consisting of Gov. Hoffman, Mayor Hall, and the Commissioner of Public Works. Considerable misunderstanding seems to prevail outside the city as to the precise nature of the Viaduct Road. It will run, on an average, about 25 feet above the surface of the ground, on brick arches, between transverse iron ribs, supported by heavy iron lateral columns, of elegant design, themselves supported on inverted arches of solid masonry built into the ground. The space under the arches will be converted into stores and markets, having entrances on both sides of the line.

The viaduct constituting the "approach" to the East River Bridge, from the depot at Chatham street to the anchor wall, will be 1,336 feet long, and on account of its great width (85 feet), its construction will involve even more serious problems than that of the Viaduct Railway. The Bridge viaduct will clear the housetops for part of the distance; but in this portion, as well as in the part beyond, it will be very liable to injury from the burning of buildings below. So grave is this difficulty that it is anticipated that it will be necessary to purchase the ground required for a wide avenue, in the line of the Bridge, from Chatham street to the river. Upon this a row of fire-proof warehouses must, it is thought, be built, in such a manner as to make their frame work, in part, of the viaduct supports. The expense involved in this project will, however, be enormous, and in view of it the remark recently made in the Chamber of Commerce, that "Brooklyn, unaided, cannot build the bridge," becomes quite intelligible. The Bridge Company appears to have hesitated thus far to grapple with this great question, leaving it for solution in the future. Prominent business men of New York and Brooklyn express the belief that from \$20,000,000 to \$25,000,000 will be required for the building of the Bridge and its "approaches," or viaducts, together with the purchase of the avenues which will be required, the cost involved in destroying the buildings now standing, and the construction of new and more massive ones. The Brooklyn managers appear to see no way out of the dilemma but by urging the early consolidation of that city with New York, and some confidently assert that this consolidation will long precede the completion of the Bridge.—N. Y. Tribune.

The opening of the Pittsburgh and Connellsville Railroad was formally celebrated on the 16th ult.

Cincinnati and Southwestern Railway.

The articles of association of this company which were adopted on the 20th of May, were filed in the office of the Secretary of State on the 14th inst. The company has for its object the construction of a railroad from Mitchell, Lawrence county, to Mount Vernon, Posey county, Indiana, a distance of one hundred and eight miles, and passing through or into the counties of Lawrence, Orange, Dubois, Pike, Gibson and Posey.

The capital stock is placed at \$1,000,000, divided into 10,000 shares, or \$100 each, of which 1,082 shares, or \$108,200, is subscribed by twenty-four shareholders signing the articles.

The Board of Directors elected for the first year are: Josiah Kirby, P. P. Lane, M. G. Nettleton, Robert Mitchell, James M. Glenn, L. H. Sargent, and J. Hebird of Cincinnati; John A. Mann, Joseph F. Hillburn, of Mount Vernon, Indiana; E. H. Sabin, of Rockport, Indiana; C. W. Bowers, Milton N. Moore and C. Doane, of Mitchell, Indiana. The officers are: Josiah Kirby, of Cincinnati, President; Elias H. Sabin, Rockport, Indiana, Vice President and General Superintendent; N. H. Tatem, of Cincinnati, Secretary and Treasurer.

Louisville and Nashville Railroad.

The extension of the Louisville and Nashville railroad, and the great increase of labor and responsibility of its officers consequent thereto, induced the Board of Directors to appoint two Vice Presidents. On the 8th of April last, Hon. Judge Houston was elected First, and Mr. Albert Fink Second Vice President. A few days ago Judge Houston resigned his position as Vice President, and Thomas J. Martin, Esq., was elected to fill his place. During the temporary absence of the President, Mr. Martin will attend to the duties of his office. Mr. Fink is in general charge of the operation and construction of the roads under the control of the company and its connections, and Judge Houston retains the position of General Attorney for the company.

The laying of the track on the Bridgeton and Port Norris Railroad, N. J., has been commenced. The road is graded nearly the whole distance to Fairton.

Railroads of the State of Pennsylvania.

A tabular statement of the several Companies made according to Law to the Hon. J. F. HARRIS, Auditor General of the State, for the fiscal year 1869-'70.

Company	Capital Account			Length of Track			Cost of Roads Road			Gross Earnings			Expenses			Dividends		
	Stock.	Bonds.	Debt.	Total.	M.	M.	M.	M.	M.	Passenger.	Freight.	Other.	Total.	and Rents.	Earnings.	Am't.	Rate.	P. C.
Allegheny Valley.....	2,256,300	3,963,000	295,819	6,515,119	132.00	37.90	8,316,617	132.00	395,158	1,244,953	22,577	1,092,683	841,851	8,30,862	8,30,862	10,804	1 1/2	.....
Atlantic and Great Western	29,998,685	29,998,685	Indefinite.	59,997,370	357.50	5.00	116,000,597	357.50	1,021,200	5,957,595	505.50	(No returns made of earnings—In hands of Receiver.)	(Operated by Pennsylvania R. R. Company.)	(Operated by Towanda Coal Company.)	(Under construction—Length 30.90 miles.)	16,742	.....	.....
Bald Eagle Valley	500,000	471,200	.....	1,021,200	51.19	2.00	4.10	1,050,000	.....	4.00	1,107,200	.....	75,455	.....	75,455	.....	.....	.....
Barclay	1,000,000	107,000	.....	1,107,000	16.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bedford and Bridgeport	75,455	.....	.....	75,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belleville and Snow Shoe	600,000	99,000	.....	699,000	21.20	4.00	2.25	442,059	25.20	7,901	.....	.....	54,638	48,344	103,883	87,141	16,742	.....
Buffalo, Bradford and Pittsburg	2,286,000	583,500	.....	2,869,500	26.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, Cory and Pittsburg	428,717	700,000	443,663	1,572,380	43.20	4.00	1,493,629	43.20	86,416	169,446	8,948	264,810	186,803	78,007	78,007	.....	.....	.....
Catsaquilla and Fogelsville	426,900	.....	.....	426,900	20.15	4.00	7.50	742,157	24.15	5,984	135,236	17,522	158,742	86,023	72,719	25,614	6	.....
Catawissa	3,359,500	441,850	.....	3,801,350	65.00	2.50	5.00	3,826,500	67.50	72,505	377,616	205,691	655,812	424,706	231,106	146,923	7	.....
Chartiers	524,270	.....	266,649	890,919	22.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chester Creek	167,200	185,000	.....	352,200	7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chester Valley	871,900	955,000	500,000	2,326,900	21.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chestnut Hill	120,650	.....	.....	120,650	4.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Pittsburg	7,482,225	3,772,500	.....	11,254,725	167.60	82.00	60.00	11,137,107	225.00	622,693	1,949,021	102,027	2,673,741	1,690,045	983,696	754,223	10	.....
Colebrookdale	46,900	584,700	19,661	651,261	12.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbia and Port Deposit	203,172	130,900	55,697	389,769	5.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecting	1,278,300	1,000,000	.....	2,278,300	6.78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall (formerly N. Lebanon)	300,000	.....	.....	300,000	7.47	0.19	2.50	2,278,300	7.66	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cumberland Valley	1,325,625	352,300	.....	1,677,925	74.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware & Hudson (Canal)	15,000,000	5,000,000	.....	20,000,000	72.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware, Lacka. & Western	18,808,850	3,808,000	2,650,000	24,766,850	115.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Brandywine & Waynesburg	89,800	175,000	2,000	266,800	17.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Mahanoy	392,550	.....	.....	392,550	7.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Pennsylvania	1,309,200	495,900	.....	1,805,100	36.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ebensburg and Cresson	42,000	80,000	.....	122,000	11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira	83,536,910	23,398,300	.....	106,935,210	459.00	151.75	389.75	73,945,587	823.50	3,168,877	11,825,289	1,187,195	16,179,361	14,824,860	1,854,501	.....	.....	.....
Erie and Pittsburg	1,099,250	2,577,000	.....	3,676,250	83.69	3.66	17.72	4,518,979	101.46	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fayette County	126,000	.....	.....	126,000	12.66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frankford and Holmesburg	80,000	14,000	65,632	159,632	4.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover Branch	116,850	.....	.....	116,850	12.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harrisburg and Lancaster	1,182,550	700,000	.....	1,883,550	36.00	18.00	32.00	1,882,550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hempfield (Balt. & Ohio)	1,809,565	500,000	100,000	2,409,565	32.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huntingdon & Broad Top Mt.	834,350	2,008,095	.....	2,843,445	44.00	14.77	12.50	2,738,811	58.77	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ironton	400,000	130,000	.....	530,000	10.00	1.00	2.00	368,000	11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jamestown and Franklin	604,777	996,000	852,622	2,453,399	51.00	1.50	8.60	2,414,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jefferson	2,995,700	2,300,000	.....	5,295,700	47.50	25.00	2.75	4,995,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction	180,000	800,000	.....	980,000	4.62	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lackawanna and Bloomsburg	1,335,000	2,279,335	187,000	3,801,335	80.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. Southern	31,938,000	22,288,000	3,438,523	60,659,523	541.07	414.82	232.46	54,134,989	1006.90	4,166,205	8,685,721	638,000	13,484,926	9,328,362	4,166,564	2,806,710	8 1/2	.....
Lawrence	260,250	380,000	5,000	645,250	17.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh and Lackawanna	375,000	300,000	40,000	715,000	15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh and Susquehanna	18,159,400	5,588,000	414,417	24,161,817	101.00	98.45	221.05	18,338,238	199.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Valley	100,000	26,166	5,010	131,176	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little Saw Mill Run	46,225	46,151	.....	92,376	7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Littletown	2,646,100	783,500	.....	3,429,600	28.25	6.35	19.95	1,466,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lorberry Creek	52,050	.....	.....	52,050	13.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lykens Valley	600,000	.....	.....	600,000	20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mahanoy and Shamokin	3,483,800	.....	12,357	3,496,157	47.73	136.23	35.06	3,420,045	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mifflin and Centre County	65,426	188,500	.....	253,926	12.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	3.78	8.20	12.90	323,375	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mine Hill & Schuylkill Haven	3,856,450	.....	.....	3,856,450	37.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Carbon	200,000	.....	.....	200,000	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	2.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nesquehoning Valley	1,000,000	.....	.....	1,000,000	16.50	1.00	2.75	1,004,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Castle and Beaver Valley	605,000	93,300	2,000	700,300	14.92	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newry Branch	11,025	.....	11,258	22,283	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central	5,000,000	7,495,000	606,084	13,101,034	138.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Pennsylvania	3,150,000	3,862,887	90,000	7,102,887	55.60	19.10	33.40	7,258,861	74.70	612,816	2,007,576	278,232	2,898,624	1,883,335	1,015,289	299,994	6	.....
Oil Creek & Allegheny River	4,259,450	3,170,000	.....	7,429,450	95.00	3.00	26.75	8,126,996	98.00	405,262	876,175	74,072	1,355,509	817,825	558,784	157,500	5 1/2	.....
Oil Creek and Pithole Branch	485,000	.....	190,000	675,000	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania	33,850,000	26,732,564	949,825	61,532,389	354.90	49.20	503.30	33,806,907	655.50	3,758,043	12,793,166	980,504	17,531,747	13,906,298	3,625,409	3,205,288	10	.....
Pennsylvania Coal	4,000,000	556,000	175,000	4,731,000	47.00	15.67	53.00	2,000,000	47.00	.....	.....	.....	.....	.....	.....	.....	.....	.....

(No accounts of business published.)

Pennsylvania and Delaware.		101,939		100,625		135,427		(In progress—Pomeroy to Delaware Line, 21 miles.)		.....		.....
Pennsylvania and Delaware.	101,939	5,811,000	105,000	1,57	21.46	5,811,000	106,57	844,259	949,686	687,771	311,915	.....	.....
Pennsylvania and New York.	2,811,700	8,951,105	11,000	.....	2.00	8,951,105	57,000	123,604	6,046	251,579	245,575	.....	.....
Perkiomen.	87,890	895,105	11,000	.....	2.00	895,105	57,000	123,604	6,046	251,579	245,575	.....	.....
Philadelphia and Balt. Central.	220,606	326,690	46,000	.....	95.47	326,690	289,600	606,438	2,459,154	78,452	3,144,044	2,508,672	545,352
Philadelphia and Erie.	8,404,300	21,611,864	287,600	.....	95.47	21,611,864	513,72	1,205,539	8,189,815	176,513	9,751,367	8,347,067	2,837,300
Philadelphia and Reading.	30,401,600	40,556,570	162,400	105.90	276.90	40,556,570	33,82	440,262	8,189,815	176,513	9,751,367	8,347,067	2,837,300
Phila., Germantown and Norristown.	1,626,250	1,651,650	17,600	8.00	25.00	1,651,650	33.82	440,262	8,189,815	176,513	9,751,367	8,347,067	2,837,300
Philadelphia and Trenton.	1,259,100	1,259,100	26,000	.....	36.15	1,259,100	33.82	440,262	8,189,815	176,513	9,751,367	8,347,067	2,837,300
Phila., Wilmington and Baltimore.	9,562,650	12,174,870	95,81	3.26	114.85	12,174,870	.....	1,530,241	789,514	257,392	2,577,147	1,647,859	929,288
Pine Grove and Lebanon.	100,000	159,800	6,75	0.25	159.207	159,800	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Cincinnati & St. Louis.	5,424,350	15,541,370	198,000	8.00	24.89	15,541,370	201.00	784,277	1,880,024	2,821,125	1,456,469	1,834,656	.....
Pittsburg and Connelville.	1,794,576	7,113,114	60,000	.....	20.32	7,113,114	72.66	178,357	467,289	10,090	655,736	462,490	193,246
Pittsburg, Ft. Wayne & Chicago.	19,714,286	33,395,515	468,300	.....	150.30	33,395,515	468.30	2,532,536	4,892,326	857,761	7,762,623	3,042,680	1,487,929
Plymouth.	12,050	279,322	9,25	2.37	267.272	279,322	.....	.....	.....	.....	.....	.....	.....
Port Kennedy.	10,550	10,550	1,20	0.30	27.803	10,550	.....	.....	.....	.....	.....	.....	.....
Reading and Columbia.	507,268	2,563,673	40,000	8.00	4.50	2,563,673	48.00	62,130	136,474	3,085	201,689	215,786	Loss.
Schuylkill and Susquehanna.	1,269,150	1,485,138	54,000	7.00	1,288.539	1,485,138	54.00	39,239	164,331	3,674	207,264	135,161	72,101
Schuylkill Valley.	576,050	1,476,050	11,000	12.80	8.63	1,476,050	.....	.....	.....	.....	.....	.....	.....
Shamokin Valley & Pottsville.	869,450	1,969,450	28,03	1.12	8.92	1,969,450	.....	.....	.....	.....	.....	.....	.....
Shenango and Allegheny.	157,837	712,837	21,000	1.75	702.497	712,837	.....	.....	.....	.....	.....	.....	.....
Somerset and Mineral Point.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Mountain Iron.	.....	881,000	17,78	.....	.....	881,000	.....	.....	.....	.....	.....	.....	.....
South Pennsylvania.	25,000	25,000	.....	.....	.....	25,000	.....	.....	.....	.....	.....	.....	.....
Southern Pennsylvania Iron.	577,408	1,823,908	2,50	.....	.....	1,823,908	.....	.....	.....	.....	.....	.....	.....
Southwest.	58,468	58,468	2,12	.....	.....	58,468	.....	.....	.....	.....	.....	.....	.....
Sullivan and Erie Coal.	201,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Summit Branch.	243,000	2,703,250	20,000	0.50	9.50	2,703,250	.....	.....	.....	.....	.....	.....	.....
Tioga.	.....	823,000	30,60	4.00	6.70	1,230,792	16.00	24,637	300,440	95,645	420,622	404,564	16,058
Towanda Coal (Lessee of Barc.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trecksow.	65,000	65,000	6,00	.....	1.00	166,080	.....	.....	.....	.....	.....	.....	.....
Tyrone and Clearfield.	510,000	989,300	37,50	8.00	.....	989,300	.....	.....	.....	.....	.....	.....	.....
Union and Titusville.	500,000	1,000,000	25,00	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....
Wellsboro' and Lawrenceville.	248,980	248,980	.....	.....	.....	154,000	.....	.....	.....	.....	.....	.....	.....
West Chester.	165,000	165,000	9,00	.....	0.50	202,887	.....	.....	.....	.....	.....	.....	.....
Westchester and Philadelphia.	684,046	1,748,546	26,30	.....	5.00	1,498,807	35.30	195,183	85,441	7,942	288,566	233,559	55,007
Western Pennsylvania.	1,022,450	3,671,185	57,00	27.60	12.00	3,671,185	.....	.....	.....	.....	.....	.....	.....
Wilmington and Reading.	754,717	2,530,438	63,60	.....	8.10	2,312,375	63.60	.....	.....	.....	.....	.....	.....
Wrightsville, York & Gettysb'g.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STREET PASSENGER (HORSE POWER) RAILROADS.		10,733		.....		.....		.....		.....		.....
Allentown.	30,500	192,750	3,25	0.16	30.118	3,25	.....	.....	.....	.....	.....	.....	.....
Citizens' (Philadelphia).	192,750	192,750	7,25	.....	207,264	7.25	246,260	.....	.....	.....	.....	.....	.....
Citizens' (Pittsburg).	184,000	241,700	5,56	3.50	244,885	5.56	150,928	.....	.....	.....	.....	.....	.....
Easton and South Easton.	29,562	29,562	1.38	0.25	25,230	1.38	3,185	.....	.....	.....	.....	.....	.....
Empire, (leased to Citizens).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie City.	19,807	20,296	2.14	.....	32,291	2.14	15,933	.....	.....	.....	.....	.....	.....
Frankford and Southwark.	491,750	187,500	13,00	4.04	786,242	13.00	824,474	.....	.....	.....	.....	.....	.....
Germantown.	307,545	657,545	25,50	8.75	502,270	25.50	344,655	.....	.....	.....	.....	.....	.....
Green College, (Phila.).	170,000	170,000	5,40	.....	174,657	5.40	161,905	.....	.....	.....	.....	.....	.....
Green & Coates st., (Phila.).	150,000	250,000	7,00	0.25	243,615	7.00	174,584	.....	.....	.....	.....	.....	.....
Harrisburg city.	41,995	12,864	2,00	0.14	60,249	2.00	5,997	.....	.....	.....	.....	.....	.....
Heston, Mantau & Fairmount.	306,385	164,400	1,000	3.10	471,248	11.00	249,370	.....	.....	.....	.....	.....	.....
Lombard & South st., (Phila.).	105,000	167,500	4,51	0.69	168,555	4.51	79,371	.....	.....	.....	.....	.....	.....
Oakland & E. Liberty, (P'g.).	59,500	17,000	50,163	2.50	121,097	5.00	53,988	.....	.....	.....	.....	.....	.....
Peoples street, (Scranton).	125,500	125,500	9,60	0.16	134,917	9.50	39,651	.....	.....	.....	.....	.....	.....
Philadelphia City.	225,000	450,231	12,08	.....	450,231	17.12	316,816	.....	.....	.....	.....	.....	.....
Phila. & Darby, (leased).	200,000	257,000	5,04	0.61	257,000	.....	.....	.....	.....	.....	.....	.....	.....
Phila. and Gray's Ferry.	285,307	291,807	10,38	3.50	299,123	18.48	118,851	.....	.....	.....	.....	.....	.....
Pittsb'g, Alleghy & Manchester.	140,000	163,000	4,75	2.50	144,202	4.75	143,018	.....	.....	.....	.....	.....	.....
Pittsburg and Birmingham.	100,000	163,848	3,00	3.50	122,615	3.00	83,723	.....	.....	.....	.....	.....	.....
Ridge avenue and Manayunk.	120,500	193,800	4,50	3.50	182,540	4.50	86,970	.....	.....	.....	.....	.....	.....
Schuylkill River, (leased).	50,000	50,000	3,11	0.38	47,463	.....	.....	.....	.....	.....	.....	.....	.....
Seventh & Third sts., (Phila.).	573,417	682,717	30,50	3.50	644,143	30.50	489,278	.....	.....	.....	.....	.....	.....
Sevent'nth & Ninth sts., (Ph.).	180,000	160,000	6,00	.....	119,822	6.00	109,629	.....	.....	.....	.....	.....	.....
Thirtieth & Fifteenth sts., (Ph.).	987,700	987,700	7,50	0.10	997,700	7.50	210,064	.....	.....	.....	.....	.....	.....
Union, (Phila.).	400,000	700,000	27,00	.....	804,213	27.00	489,322	.....	.....	.....	.....	.....	.....
West Philadelphia.	400,000	500,000	10,00	3.50	556,938	10.00	368,850	.....	.....	.....	.....	.....	.....
Wilkesbarre and Kingston.	100,000	100,000	4,16	0.41	94,833	4.16	28,914	.....	.....	.....	.....	.....	.....
Wilmington.	15,600	20,889	2,31	0.09	38,580	2.31	9,530	.....	.....	.....	.....	.....	.....

In the above table they are reduced to a per centage on paid up stock.

In original reports of Street Railroad Companies, dividends are stated at so much per share.

Dividends marked with the asterisk (*) are on preferred stocks only.

Terre Haute and Indianapolis Railroad.

The earnings of this company, for the transportation of passengers, freight, etc., for the year ending November 30, 1870, were as follows:

From passengers.....	\$382,169 43
" freights.....	535,101 57
" coal.....	136,841 75
" express.....	15,059 51
" U. S. mail.....	14,600 00
" other sources.....	4,254 23
	\$1,087,526 49

Expenses, viz:

Running road.....	\$205,916 99
Repairs of road.....	143,329 65
Repairs of b'dges, build- ings, etc.....	25,839 98
Repairs of machinery..	120,686 66
General expenses.....	132,288 16
	628,061 44

Net earnings..... \$459,465 05

To which add—

Dividends on stocks.....	42,132 00
Interest on bonds.....	38,209 68
Rents received.....	752 36
Passenger car sold.....	2,500 00
Profit and loss.....	406 00

Total..... \$543,465 09

Disbursed as follows:

State, county and municipal taxes...	\$15,721 99
Internal revenue taxes.....	10,303 18
Interest and discount.....	90,224 85
Construction.....	127,003 20
Dividends June and December, 6 per cent each and U. S. tax.....	247,915 04
Increase in supplies on hand.....	6,138 50
Surplus for the year.....	46,158 33

Total, as above..... \$543,465 09

The gross earnings of the company for the year are \$1,171,526 53—being \$107,516 79 less than the preceding year. There has been expended for operating the road, payment of interest and taxes, construction of branch roads, new sidings, buildings, and for other necessary improvements, \$880,651 70. The President in his report says:

The branch road commenced last year at Brazil has been extended south about four and one-half miles, at a cost of \$51,651 33.

Additional equipment has also been purchased, amounting to \$138,139 83.

The extension of your road to the Illinois State line, to connect with the St. Louis, Vandalia and Terre Haute Railroad, was completed in May, and the total cost of such extension, including the iron bridge over the Wabash river, and the right of way through the City of Terre Haute, amounts to \$447,766 43.

It is not deemed advisable, during the current year, to make any further extension of branches, or to erect any new buildings.

In consequence of the large amount expended for equipment, and building of branches, as above stated, and also of the excess of cost over the estimate of building the Vandalia road, it was found necessary to dispose of the remaining two hundred thousand dollars of bonds of the company. For the amount so paid out on account of the Vandalia road, the company has received certificates of stock in that road. It is also proper to say that the Pennsylvania Railroad Company advanced its proportion of the excess of cost of the Vandalia road, above referred to, and received stock in payment.

The business of the road has been very satisfactory, and shows no diminution in tonnage, although there is a decrease in receipts. It is to be hoped that by increasing the equipment, and thereby the local trade, this will, to some extent, be remedied in the future; and that the ruinous competition of the Eastern trunk lines, and the

low rates of through freight, will cease to show so depressing an effect on the total earnings.

The St. Louis, Vandalia and Terre Haute Railroad was opened through to St. Louis for business on the 12th of June, and was taken possession of by this company, under the lease, on the 1st day of July. The business has quite equaled expectations, and is steadily increasing. The receipts for the five months ending November 30, 1870, amount to \$444,426 58. By the terms of the lease, thirty per cent of the gross earnings of the St. Louis, Vandalia and Terre Haute Railroad are to be applied to the payment of the interest on the bonds of the St. Louis, Vandalia and Terre Haute Railroad Company. As the interest of this debt amounts to three hundred and fifteen thousand dollars per annum, it will be seen that if the earnings per month should continue the same as for the past five months, they will net an amount sufficient to pay said interest. The same causes, however, which have effected the business on your road, have been felt in the business of the Vandalia road. It has been for so short a time completed as a through line, that it is difficult as yet to base any confident estimate on its future, but an increase of its equipment, and the development of the resources of the country along its line, will enable us, after the current year, to depend with certainty on largely increased earnings.

The company have 35 locomotives, 21 passenger, 10 baggage and express, 12 caboose, 59 stock, 212 box freight, 357 coal flat, 12 coal dump and 119 platform cars. Miles run by engines with passenger trains, 185,013; with freight trains, 343,408; with work trains, 49,837—total, 578,258, an increase over the previous year of 65,060 miles. Of the total mileage, 241,650 miles were run by coal burners, and 336,608 by wood burners. The cost of coal burners per 100 miles run was \$9 51; and of wood burners, \$13 43. The average cost of running an engine 100 miles in 1870 is thus stated: Repairs of engines, \$8 41; cost of stores, \$1 29; cost of fuel, \$11 80; wages, engineers, firemen and cleaners, \$11 50; proportion of maintenance of shops, \$0.90—total, \$33.90. In reference to the Vandalia Connection, the General Superintendent in his report says:

At the beginning of the year every effort was made to complete the Wabash bridge, and reach the State line with the track in time to meet the Vandalia track, which was rapidly approaching from the west. To facilitate the work of track-laying, a temporary line of rails was laid from the Indianapolis and St. Louis gravel pit to the new grade at Macksville, and by that means the iron, ties, &c., as well as material for the iron bridge across Sugar creek, were brought on the ground, and the track laid and partially ballasted as far as the State line by the time the bridge was ready for trains to cross. A tract of land at Macksville, containing an excellent bed of gravel, was secured, and a side track was put in, and ballast trains put to work, surfacing the road as far as Marshall, and a portion needing it between that point and Martinsville.

On the 26th of April, the first train crossed the bridge and ran as far as Effingham. On the 8th of June, an excursion train ran through from Indianapolis to St. Louis, and the line was formally opened. On the 12th of June, the first regular passenger train passed over the line, from St. Louis to Indianapolis, and from that time there has been no interruption in the running of trains. On the 10th of July, trains commenced running on the Indianapolis and St. Louis road, between Terre Haute and Indianapolis, and the interchange of business between the two lines terminated.

On the 1st of July, the St. Louis, Vandalia and Terre Haute Railroad was turned over to this company under the terms of the lease. By the lease, a separate return of the receipts and ex-

penditures was required, and as a consequence, two operating divisions were formed of the joint line: that portion of the line between Terre Haute and Indianapolis (or the old road,) was called the Indianapolis Division, and the line west of Terre Haute, including seven and one-tenth miles of the Terre Haute and Indianapolis road proper, was called the Vandalia Division. As now organized, John E. Simpson is Superintendent of the Indianapolis Division, and John W. Conlogue is Superintendent of the Vandalia Division.

The Vandalia Division is 158.6 miles in length, and laid with fish-joint rails of the Pennsylvania pattern, 4½ inches high, 30 feet in length, and 64 lbs. to the yard, with the exception of 19 miles on the west end, which is laid with 4 inch rails 56 lbs. to the yard, with the Lambert chair joint. The ties are mostly hewed white oak, laid two feet between centres, or 15 to the panel. The track between the State Line and Martinsville is ballasted with an excellent quality of gravel, and the remainder of the road is well surface-drained and ditched, and the entire line is in excellent condition, and surpassed by few roads in the west; 72 miles of the road is fenced. The equipment of the road consists of 25 locomotives (Baldwin's), 14 passenger, 8 baggage, 13 caboose, 154 freight, 67 stock, 124 coal, 41 flat and 50 dump cars. Of the road bed and track on the Terre Haute and Indianapolis railroad proper, the superintendent says:

The track has been fully maintained in its usual fine condition. Sixteen and one-half miles of the main track have been re-laid with new and re-rolled iron and steel rails, all of the standard four inch pattern, with fished joints, leaving eighteen miles of the old pattern of rails remaining in the track to be renewed. The following statement show the kind of rails laid this year:

	Tons.
New and re-rolled iron, Indianapolis mill.....	800
Aberdare (Welch) iron.....	316½
Guest's extra Welch iron.....	103½
American and English steel.....	337¾

Total amount laid in track..... 1557¼
Or about 16½ miles.

The main line is credited with 1,085½ tons of old rails taken out, 747 tons of which have been laid in branches and sidings. The imported Aberdare rails, laid in the main track during the years 1869 and 1870, did not prove as serviceable as was anticipated, and no less than fifty tons have been taken up, after a service of not exceeding fifteen months. The Indianapolis rails, made from old rails with a slab of new iron on the head, are wearing extremely well. The Bessemer steel rails, made by the Cleveland Rolling Mill Co., and the Dowlat Bessemer rails have had a winter's trial without any breakage or appreciable wear, and my impression is that this material will in time be as universally adopted in the manufacture of rails as it is now in that of the locomotive tires which run upon them.

Five miles of the Vandalia pattern rails, four and one-half inches high, purchased from the Cambria Co., and one and one-half miles of Indianapolis and English iron, four inch pattern, were purchased and laid on the State line extension, costing, with the necessary splices, bolts, spikes, &c., \$59,255 63.

A line running into the block coal region, south of Brazil, was surveyed, graded and ironed as far as Morris & Garlick's coal shaft, with a branch to Ormsby's coal shaft—in all, four and one-half miles. Branches were also put in for Watson, Strain & Inslie, Turner, and Stunkard & Barrick, running to their respective shafts.

New side tracks were also put in at Fillmore, Sunny Side, Macksville, Gravel Pit, and in the yards at Terre Haute and Indianapolis. Eight miles of side tracks and branches were laid dur-

ing the year, making the total of side tracks and branches laid, thirty-eight and one-quarter miles.

Four heavy freight engines and two passenger engines were purchased from the Rogers Locomotive Works early in the year; and there were built at the Terre Haute shops during the year 3 passenger, 79 coal, and 8 freight, stock and platform cars; also 11 mail, baggage and caboose cars for the Vandalia Division.

LEDGER BALANCE.

Resources:	
Construction Account.....	\$1,962,509 22
Union depot and tracks, Indianapolis	25,640 78
	\$1,988,150 00
Extension to Illinois	
State Line.....	\$447,766 43
Double track.....	25,075 35
South Branch road.....	51,651 33
Equipment.....	138,139 83
	662,632 94
Evansville and Crawfordsville Railroad stock.....	13,740 48
Evansville and Crawfordsville Railroad extension bonds.....	79,125 00
Evansville, Terre Haute and Chicago Railway account.....	17,977 44
Evansville City bonds.....	42,500 00
Chauncy Rose, Trustee, T. H. and I. R. R. stock, 6,972 shares, at \$75 per share.....	522,900 00
St. Louis, Vandalia and Terre Haute Railroad bonds.....	460,400 00
St. Louis, Vandalia and Terre Haute Railroad stock.....	265,000 00
St. Louis, Vandalia and Terre Haute Railroad account.....	55,000 00
Union Star Line stock.....	2,500 00
United States mail service.....	2,433 33
Bills receivable.....	5,337 22
Farmer's Loan and Trust Company.....	3,576 50
Real estate.....	2,655 00
Due from agents.....	23,914 94
Treasurer.....	10,779 19
	\$4,158,522 04
Liabilities:	
Capital stock.....	\$1,988,150 00
Bond account.....	800,000 00
Bills payable.....	110,010 00
Unclaimed dividends.....	3,513 00
Open accounts.....	38,491 49
Coupons unpaid.....	486 50
December dividend 6 per cent.....	\$119,289 00
Government tax on same.....	3,058 60
	122,347 69
Surplus account.....	\$1,095,523 36
	\$4,158,522 04

President.—W. R. McKEEN.

Directors.—Channey Rose, Demas Deming, W. K. Edwards, A. McGregor, W. R. McKeen, F. Nippert, R. A. Morris.

Secretary.—R. A. MORRIS.

Treasurer.—M. W. WILLIAMS.

General Superintendent.—C. R. PEDDLE.

The fourth and last instalment of the repair bonds and accrued interest of the Chesapeake and Ohio Canal Company, which by the decision of the Court of Appeals was made the first lien, will be entirely liquidated during the month of July. The next lien under the decision of the Court of Appeals will be the preferred bonds.

The Second Auditor of Virginia will be ready by the 6th of July to receive the names of all parties having Virginia State bonds to be funded, and his force is now busy preparing for this work.

Settling the "New Northwest."

The claim made by the promoters of the Northern Pacific Railroad, as to the excellent character of the country traversed by that thoroughfare, seems to be verified by the fact that settlers are moving to the line of the road in Minnesota and Eastern Dakota in unprecedented numbers. A late number of the St. Paul Pioneer, says:—

"The roads leading to the Red River Valley are literally covered with emigrant wagons, with their usual accompaniments of families, furniture, and stock of all kinds. The wagon roads from Sauk Centre to St. Peter show daily accessions of the vast caravan wending its way to the fertile regions of Northern Minnesota. The extent of the great incoming tide of humanity can be best estimated on the main road between Alexandria and Pomme de Terre. Two hundred wagons per day pass over this portion of the route northwest, and the camp fires are seldom allowed to go out—a fresh train of emigrants arrives almost as soon as its predecessor has resumed its march. A noticeable feature of this year's emigration is its quality—the wagons come loaded with household goods and farming implements, and are followed by herds of cattle and other stock which in quality would do credit to any country."

American Travelers Abroad.

A traveler writes from London: "The banking house of Messrs. Clews, Habicht & Co., No. 11 Old Broad street, is a centre of resort for Americans here. The latest news of all kinds from the States is there obtainable. Their accommodations for travelers could hardly be surpassed in London. Two enormous salons receive valuables left on deposit. A basement is devoted to the storage of baggage and apparel, and a suite of offices, sixty by one hundred feet, afford ample space for a reading room and travelers' exchange. The partners and clerks show careful study of the comfort and convenience of their correspondents and visitors."

The Topeka, Atchison and Santa Fe Railroad is in running order from Topeka to Florence, 106 miles, and is being constructed from Florence to Newton on the south a distance of 30 miles, and from Topeka to Atchison on the north, a distance of 50 miles. It is also contemplated to build a link from Carbondale to Olathe, where a junction will be effected with the branch of the Missouri Pacific Railroad now building from Pleasant Hill, thus giving St. Louis direct rail communication with the counties in Kansas lying in the valley of the Arkansas river.

The Pennsylvania Railroad Company has recently bought up all the bonds issued by the State of Georgia to the Atlanta and Richmond Air Line, and proposes to extend the road through Atlanta toward Oxford, or to some point on the Chattanooga and Meridian Road. The Pennsylvania Company has already one line to the Southwest, and by the construction or extension of the Air Line will secure further important concessions.

The Owensboro and Russellville (Ky.) Railroad, we learn, is now in operation for twenty miles to Livermore, on the Green river, and has been put under contract for fifteen miles more, to a point where it will join the Elizabeth and Paducah Railroad, which will give Owensboro a connection with Louisville. This is the line on which the Rockport Railroad relies for its Southern connections.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, June 21, 1871.

It is estimated that nearly ONE HUNDRED MILLIONS OF DOLLARS will be disbursed in the month of July for interest and dividends on Government, State, City and Railroad Bonds, Railroad and Bank Stocks, Savings Bank Deposits, &c.

A considerable proportion of this amount must seek reinvestment in safe and reliable securities.

Preference will, of course, be given by prudent investors to those combining the best assurances of absolute safety with a liberal interest on their cost.

The amount of the best class of securities now available in the market, at prices which render them desirable and profitable for investment, is limited in comparison with the amount of capital which must seek investment from the approaching July disbursements, and the most substantial of these must be rapidly absorbed.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, AS A GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, but an enormous and profitable trade is already waiting for and inviting it.

6. THE CHESAPEAKE AND OHIO RAILROAD COMPANY is one of the strongest and most reliable and trustworthy corporations in the country, with a well-established credit and possessing property and franchises of great value.

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

Price of the bonds, until further notice, 92, and accrued interest from May 1.

FISK & HATCH.

The Texas Legislature has granted a charter for the "Gulf Branch of the Atlantic and Pacific Railroad." This grants to the company all the rights and advantages of the general railroad laws of Texas, which gives sixteen sections of 640 acres each for every mile of road constructed. The road is to run from St. Louis to Sabine pass, through the States of Texas, Arkansas, Missouri, and a portion of the Indian Territory. Sabine pass is at the mouth of the Sabine river, which separates Texas and Louisiana.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease-roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are lease-roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are lease-roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J.A.&O	July '71 3	Portl., Saco & Portsm'th.100	\$1,500,000	J. & D.	Jan. '71 5
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Ports, Gt. Falls & Conway.100	170,000	J. & J.	Jan. '71 5
Atlanta and West Point.100	1,232,200	J. & J.	July '70 4	Do. pref.100	6,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	Jan. '71 5
Atlantic & N. Carolina.100	5,545,225	A. & O.	Apr. '71 6	Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston.100	2,000,000	J. & J.	July '71 6
Atlantic & Gt. Western. 50	25,879,923	A. & O.	Apr. '68 3	Housatonic.100	820,000	J. & J.	July '71 4	Rensselaer and Saratoga.100	6,000,000	A. & O.	Oct. '70 3
Do. pref. 50	1,919,000			Huntingdon & B'd Top. 50	615,950	J. & J.	July '71 4	Richmond and Danville.100	4,000,000		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Indianapolis, Cin. & Lafay.50	212,350	J. & J.	Jan. '68 3	Richmond and Petersburg.100	847,100		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Jefferson, Mad. & Ind.100	2,000,000	M. & S.	Sep. '67 4	Rich, Fred. and Potomac.100	1,041,800		
Baltimore and Ohio.100	13,151,962	A. & O.	Apr. '71 4	Joliet and Chicago.*100	1,500,000	J. & J.	Jan. '69 5	Rockport.100	88,400		
Do. Washington Br.100	2,360,000	A. & O.	Apr. '71 6	Joliet and North. Indiana.*100	800,000	J. & J.	Jan. '71 4	Rome, Watert. and Ognb.100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger.100	670,000	A. & O.	Apr. '68 3	Lake Shore & Mich. Se. 100	35,000,000	F. & A.	Aug. '71 4	Rutland preferred.100	1,831,400	F. & A.	Feb. '71 3
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Lackawanna & Bloomsb. 10	1,325,000	J. & J.	July '71 3	St. L. Alf. and T. Haute.100	2,300,000		
Belvidere Delaware.100	965,900	J.A.&O	July '71 1	Leeds and Farmington.*100	633,500	F. & A.	Aug. '71 4	St. L. Jack'nv. and Chic'o.100	2,478,750	Annual.	June '70 7
Berkshire.100	600,000	J. & D.	Dec. '70 2	Lehigh and Mahanoy. 50	2,168,665	J. & J.	July '71 3	Sandusky and Cincinnati.100	2,089,000		
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '70 2	Lehigh and Susquehanna. 50	8,739,860	M. & N.	May '71 5	Sand, Mansf. and Newark.100	445,696	M. & N.	May '71 3
Boston and Albany.100	19,150,500	A. & O.	Apr. '71 4	Lehigh Valley.100	17,716,400	J.A.&O	Apr. '71 2	Savannah and Charleston.100	905,222		
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Lehigh Luzerne. 50	344,650	J. & J.	Jan. '69 4	Schuykill and Susquehanna. 50	1,289,150		
Boston, Concord & Mont.100	459,600	M. & N.	May '71 3	Little Miami.*100	3,572,400	M. & S.	Mar. '71 2	Second and Third St.(Ph.) 50	203,757	J. & J.	Jan. '71 4
Do. pref.100	1,340,400	M. & N.	May '71 3	Little Schuylkill.*100	2,616,100	J. & J.	Jan. '71 3	Schuylkill Valley.*100	576,050	J. & J.	Jan. '71 2
Boston and Lowell.500	2,215,000	J. & J.	July '71 4	Lomb. and South St.(Ph.) 25	90,700			Seaboard and Roanoke.100	868,200	M. & N.	Nov. '70 4
Boston and Maine.100	4,471,275	J. & J.	July '71 5	Long Island. 50	3,000,000	F.M.A.N.	Aug. '66 2	Second Avenue (N. Y.). 50	670,000		
Boston and Providence.100	8,700,000	J. & J.	June '71 5	Louisv., Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69 3	17th & 19th streets (Ph.). 50	130,000		
Broadway (South Boston) 50	400,000	J.A.&O	July '71 2	Louisville and Nashville.100	8,680,912	F. & A.	Feb. '71 4	Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Broadway & 7th Av.(N. Y.)100	2,100,000	J. & D.	June '70 3	Louisv., N. Alb. & Chicago.100	2,800,000	A. & O.	Dec. '70 3	Shore Line.100	636,200	J. & J.	Jul. '71 3
Brooklyn City.100	1,000,000	F.M.A.N.	May '71 3	Lowell and Lawrence.100	200,000	A. & O.	Apr. '71 3	Sixth Avenue (N. Y.). 100	750,000		
Brooklyn City & Newt'n.100	399,800	J. & J.	July '70 3	Lowell Horse.100	55,830	J. & J.	Jan. '70 3	Somerville.100	75,000	M. & N.	May '71 3
Buffalo, Bradford & Pitts.100	1,100,000	M. & N.	May '71 3	Macon and Western.100	2,500,000	J. & J.	Jan. '71 5	South Carolina.100	5,819,275		
Buff, New York & Erie.*100	960,000	F. & A.	Aug. '70 4	Mahanoy & B'd Mount'n.* 50	1,676,915			South Shore.100	229,685		
Buffalo and Erie.100	5,000,000	F. & A.	Aug. '70 4	Maine Central.100	3,400,500			South Western, Georgia.*100	3,939,900	F. & A.	Feb. '71 4
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5	Staten Island.100	660,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston)100	727,800	March.	Mar. '71 10	Manhattan & Westchester.100	1,000,000			Stony Brook.100	267,306	M. & N.	May '70 3
Camden and Amboy.100	5,847,800	F. & A.	Feb. '71 5	Maricopa & Cincinnati.100	2,029,778			Stockbridge & Pittsfield.100	448,700		
Camden and Atlantic.100	377,100			Massachusetts.100	4,400,368	M. & S.	Sep. '66 3	Summit Branch. 50	250,000	F. & A.	Feb. '71 3
Do. pref. 50	753,690			Memphis and Charleston.100	4,000,000	F. & A.	Dec. '70 2	Syr., Bingham. and N. Y.100	1,314,130		
Camden & Burlington Co.100	331,000	J. & J.	July '69 3	Memphis and Ohio.100	570,000			Taunton Branch.100	400,000	J. & D.	Jan. '71 4
Cape Cod. 50	915,577	J. & J.	D. '70 2	Metropolitan (Boston).100	1,250,000	J. & J.	July '71 5	Tennessee and Alabama.100	595,922		
Cape May and Millville. 50	447,000	J. & J.	June '71 3	Michigan Central.100	13,225,483	J. & J.	July '71 5	Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Catawissa. 50	1,159,500	M. & N.	May '71 3	Middleboro' and Taunton.100	149,429	J. & D.	Dec. '70 2	Third Avenue (N. Y.).100	1,750,000	J. & J.	May '70 6
Catawissa, pref. 50	2,200,000	M. & N.	May '71 3	Middlesex (Boston).100	400,000	A. & O.	Apr. '71 3	Thirteenth and Fif. (Ph.). 50	2,700,000	J. & J.	July '71 2
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4	Mill Creek and Minehill.* 50	323,375	J. & J.	Jan. '71 5	Tol., Peoria and Warsaw.100	2,700,000		
Cedar Rapids & Mo. pref.100	785,000	M. & N.	May '71 3	Millville and Glassboro'.100	405,020	F. & A.	Feb. '70 5	Tol., Peoria and Warsaw.100	1,700,000		
Central of Georgia.100	4,666,300	J. & J.	July '70 5	Milw. & St. Paul.100	11,422,664			Tol., Peoria and Warsaw.100	1,700,000		
Central of New Jersey.100	15,000,000	J. & J.	June '71 3	M. Hill & Schuylk. Haven 50	10,424,903	J. & J.	Dec. '70 4	Tol., Peoria and Warsaw.100	1,300,000	January.	1870, 11, 42
Central Ohio.100	2,425,000	J. & D.	June '71 3	Mobile and Ohio.100	4,269,820	J. & J.	Dec. '70 4	Tol., Wabash and West.100	14,700,000		
Do. pref.100	400,000	J. & D.	June '71 3	Montgomery & W. Point.100	1,644,104	J. & D.	Dec. '67 4	Troy and Boston.100	607,111		
Gen. Park, N. & E. River.100	970,000	J.A.&O	Jan. '70 3	Morris and Essex.* 50	11,900,950	J. & J.	Jan. '71 3	Troy and Greenbush.*100	274,400	J. & D.	Dec. '70 3
Genesee.100	380,000	J. & J.	Dec. '70 3	Mt. Carbon & Ft. Carbon.* 50	282,350	M. & N.	May '71 5	Union Transport'n (Boa.).100	200,000	M. & N.	Nov. '70 4
Genesee, preferred.100	2,085,925	J. & J.	Dec. '70 3	Nashua and Lowell.100	720,000			Union (Phila.). 50	291,475	J. & J.	Jan. '71 4
Chicago and Alton.100	8,925,500	M. & S.	Mar. '71 6	Nashville & Chattanooga.100	2,066,544	J. & J.	Dec. '70 4	Utica and Black River.100	1,666,000	J. & J.	July '70 3
Chicago, Burl. & Quincy.100	16,590,210	M. & S.	Mar. '71 6	Naugatuck.100	1,818,000	F. & A.	Dec. '70 5	Vermont and Canada.*100	2,500,000	J. & D.	June '71 4
Chicago, Iowa & Nebras.*100	1,000,000	M. & S.	Mar. '71 6	New Bedford & Taunton.100	500,000	A. & O.	Apr. '71 4	Vermont Central.100	5,000,000		
Chicago and Milwaukee.100	2,227,000	J. & J.	July '71 6	New Haven & N. London.100	738,538	J. & J.	Jan. '68 3	Vermont and Massachusetts.100	2,500,000	J. & J.	July '71 2
Chicago & N. Western.100	14,676,629	J. & D.	June '71 5	N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3	Vicksburg and Meridian.100	357,405		
Do. pref.100	20,370,293	J. & D.	June '71 5	New Jersey.100	7,297,200	F. & A.	Feb. '71 5	Virginia Central.100	3,353,679		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Apr. '71 4	New London Northern.100	1,003,500	F. & A.	Dec. '70 4	Virginia and Tennessee.100	3,506,300		
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apr. '71 4	Western Union.100	2,707,693		
Cincinnati City Passenger.100	1,000,000	J. & J.	Jan. '68 2	Certificates.100	44,428,330	A. & O.	Apr. '71 4	West Jersey.100	1,209,000	F. & A.	Dec. '70 5
Do. Street.100	1,000,000	J. & J.	Jan. '68 2	New York and Harlem.100	8,500,000	J. & J.	July '71 4	West Philadelphia.100	249,100	J. & J.	Dec. '70 5
Cin. Sand. & Clev. pref. 50	428,646	M. & N.	May '71 3	Do. pref. 50	1,500,000	J. & J.	July '71 4	Wilm. and Weldon.100	1,483,776		
Citizens' Passenger (Phila.) 50	192,750	J. & J.	July '70 7	New York & New Haven.100	9,000,000	J. & J.	July '71 5	Winchester and Potomac.100	1,547,650	J. & J.	Jan. '71 3
Clev. Col. Cin. & Ind.100	11,620,000	F. & A.	Feb. '71 3	N. Y., Provid. & Boston.100	2,000,000	J. & J.	Dec. '70 4	Warren.100	1,547,650		
Cleveland & Mahoning. 50	2,086,750	M. & N.	May '71 3	Nig. Bridge & Canada.100	1,000,000	J. & J.	Jan. '71 3	Worcester and Nashua. 75	1,400,555	J. & J.	July '71 5
Cleveland and Pittsburgh. 50	7,494,585	F.M.A.N.	May '71 2	Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3				
Cleveland and Toledo.* 50	6,000,000	F. & A.	Feb. '71 4	North Carolina.100	4,000,000	A. & O.	July '70 3				
Columbus and Xenia.* 50	1,788,800	M.J.S.D.	Dec. '70 2	Northern Central. 50	5,000,000	M. & N.	May '71 3				
Concord. 50	1,600,000	M. & N.	May '71 5	North Eastern (S. C.) pref.100	155,000						
Concord & Ports. guar.100	350,000	J. & J.	July '71 3	Northern of N. Hampshire.100	3,068,400	J. & D.	Jan. '71 4				
Coney Island & Brooklyn.100	800,000	J. & J.	July '71 3	North Pennsylvania.100	3,150,150	J. & J.	Feb. '71 5				
Conn. & Passum. R. pref. 100	2,084,200	F. & A.	Dec. '70 3	Norwich & Worcester.100	2,364,400	J. & J.	Dec. '70 5				
Connecticut River.100	1,700,000	J. & J.	July '71 5	Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July '71 3				
Cambridge and Newk. 50	1,316,900	A. & O.	Oct. '70 3	Do. pref.100	2,000,000	A. & O.	Apr. '71 4				
Dayburg and Newk. 50	400,000	quarterly		Ohio and Mississippi.100	19,995,477	J. & D.	Jun. '71 3				
Dayton and Michigan.*100	2,400,000	J. & J.	Jan. '71 3	Oil Creek & Allegheny R. 50	4,024,474	J. & D.	Jun. '71 3				
Delaware.*100	1,107,291	J. & J.	Dec. '70 6	Old Colony & Newport.100	4,959,920	J.A.&O	July '71 2				
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6	Orange and Newark.100	289,560	J. & J.	Feb. '71 4				
Des Moines Valley.100	1,820,200			Oswego and Syracuse. 50	482,400	F. & A.	Feb. '71 4				
Detroit & Milwaukee.100	452,350			Pacific of Missouri.100	3,711,196	J.A.J.&O	Jan. '71 3				
Do. pref.100	2,095,000			Panama.100	7,000,000	J. & J.	Jan. '71 4				
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N.	May '70 2	Paterson and Ramapo.100	248,000	J. & J.	Jan. '71 4				
Dubuque and Sioux City.*100	5,000,000	J. & J.	Dec. '70 3	Paterson and Hudson Riv.100	630,000	J. & J.	Jan. '71 4				
Do. do. pref.100	392,550	J. & J.	Dec. '70 3	Pennsylvania.100	33,850,000	M. & N.	May '71 5				
East Mahanoy. 50	4,062,500	J. & J.	July '71 4	Peoria & Bureau Valley.*100	1,200,000	F. & A.	Feb. '71 4				
Eastern (Mass.).100	492,500	J. & J.	July '71 4	Peoria and Hannibal.100	600,000	J. & J.	Jan. '69 8				
Eastern (N. H.).100	1,309,200	J. & J.	Jan. '71 3	Petersburg.100	1,325,200	J. & J.	Jan. '71 3				
East Pennsylvania. 50	1,969,524	J. & J.	Jan. '71 3	Philadelphia and Erie.*100	6,004,200	J. & J.	Jan. '68 3				
East Tenn. Va. and Ga.100	1,000,000	J.A.&O	Jan. '68 4	Do. pref.100	2,400,000	J. & J.	Jan. '71 4				
Eight Avenue (N. Y.).100	500,000	F. & A.	Feb. '71 2	Philadelphia and Reading 50	28,849,800	J. & J.	July '71 5				
Elmira & Williamsport.* 50	500,000	M. & N.	May '71 2	Do. Do. preferred. 50	1,561,800	J. & J.	July '71 5				
Do. do.											

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,166	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	44,643	86,937	81,396	96,481	106,836	164,729	259,590	251,832	262,770	29,422	286,592	342,743	2,309,787
1869.....	212,604	218,982	391,308	486,480	568,270	556,080	532,657	511,854	609,788	579,482	535,396	467,659	5,670,882
1870.....	413,104	394,176	488,333	638,758	768,711	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Aton:													
1863.....	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,073,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1865.....	276,283	299,063	258,480	322,278	355,270	355,270	355,270	355,270	409,251	401,253	357,956	307,919	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,158
1867.....	243,787	157,832	235,961	282,165	355,510	342,358	384,244	415,982	408,999	426,752	359,102	380,169	3,892,561
1868.....	276,117	275,140	267,094	279,121	303,342	384,594	404,012	558,101	486,196	503,746	409,569	361,701	4,608,648
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,294	4,849,405
1871.....	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,666
1864.....	482,164	499,296	468,358	585,623	747,942	702,091	707,508	946,707	932,683	754,671	547,842	7,976,490	.....
1865.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1866.....	696,147	674,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,834,471
1868.....	829,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,856,467
1869.....	706,025	753,782	855,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,300,338	1,087,964	.....	.....
1870.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,190	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	280,061	2,918,342
1869.....	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870.....	203,069	226,897	244,182	245,046	240,169	274,021	249,355	319,012	317,887	339,239	319,578	284,166	3,273,719
1871.....	272,826	266,790	313,199	283,899	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,693	359,463	3,445,827
1863.....	290,944	271,085	275,643	354,587	407,992	343,929	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	628,972	616,665	616,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866.....	603,053	605,266	605,465	411,605	569,250	567,679	490,628	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	624,120	624,871	417,071	404,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,100,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,234,482
1870.....	623,383	661,789	601,266	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,658
1871.....	639,541	565,416	606,545	588,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,138	78,978	92,910	92,768	90,526	96,555	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,405	1,294,095
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,669	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,058	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30,186	3,168,056
1864.....	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	337,241	344,228	397,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,250,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,280,115
1867.....	304,095	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,296	412,934	330,373	347,073	4,371,073
1868.....	343,516	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	553,569	473,546	490,772	448,419	374,642	4,444,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	448,755	442,665	441,685	470,703	480,47	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468,880	5,617,646
1869.....	454,590	330,400	420,951	400,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	90,061	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	483,884	662,567	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,860
1870.....	213,101	196,207	239,161	269,400	259,000	208,493	196,724	229,099	264,690	235,240	266,836	256,726	2,833,399
1871.....	188,386	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	263,925	247,262	305,454	278,701	310,762	302,426	281,613	3,280,683
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	365,371	379,367	379,066	272,053	3,459,319
1868.....	211,973	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	283,329	274,667	233,561	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298,027	254,806	2,915,543
1870.....	196,787	218,234	233,065	270,934	246,266	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,982	258,554	384,599	243,660	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	284,273	249,249	184,4						

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.
National Securities June 1, 1871.															
Loan of June 14, 1858	registered	\$8,045,000	5	Jan. & July.	1874	1054		Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890			
coupon		13,955,000	5	"	1874	1064		Defense Loan Bonds	3,651,398	5	"	1883			
Loan of February 8, 1861	registered	13,567,000	5	Jan. & July.	1880	1114		Southern Relief Bonds	100,000	5	"	1873			
coupon		4,848,000	5	"	1880	1118		Massachusetts—State Scrip	324,000	5	Jan. & July	74-75			
Oregon War Bonds of March 2, 1861	coupon	945,000	5	Jan. & July.	1881	110		"	275,000	5	April & Oct.	74-74			
Loan of July 1, and Aug. 3, 1861	registered	123,665,000	5	Jan. & July	1881	1144		"	320,000	5	May & Nov.	72-80			
coupon		65,652,500	5	"	1881	1118		"	133,000	5	June & Dec.	72-77			
Loan of Feb. 25, 1862 (5-20s)	registered	103,973,500	5	May & Nov.	1882	1122		Union Fund Loan of 1861	3,000,000	5	Jan. & July.	71-76			
(5-20s)	coupon	382,958,500	5	"	1882	1122		of 1863	600,000	5	"	77-78			
Loan of March 3, 1863	registered	53,185,100	5	Jan. & July.	1881	1144		Coast Defense Loan	888,000	5	"	1883			
coupon		21,814,900	5	"	1881	1118		Bounty Loan of 1863	200,000	5	"	1883			
Loan of March 3, 1864 (5-20s)	registered	2,995,100	5	May & Nov.	1884	1122		of 1864 (atg.)	4,379,500	5	May & Nov.	1894			
(5-20s)	coupon	52,929,000	5	May & Nov.	1884	1122		War Loan (cur. 5-20 yr.)	4,000,744	5	"	1894			
(5-20s)	coupon	44,752,050	5	"	1884	1113		Western R. R. Loan, (atg.)	761,816	5	Mar. & Sept.	1886			
Loan of March 3, 1865 (5-20s)	registered	53,552,100	5	May & Nov.	1885	1114		T. & G. R. R. & Hoosac T. atg.	3,506,580	5	April & Oct.	1871			
(5-20s)	coupon	123,660,150	5	"	1885	1113		"	966,500	5	"	88-90			
2d series (5-20s)	registered	70,851,450	5	Jan. & July.	1885	111		Southern Vermont R. R.	200,000	5	"	1890			
(5-20s)	coupon	179,69,500	5	"	1885	1114		Eastern R. R.	50,000	5	Jan. & July.	1871			
3d series (5-20s)	registered	91,325,100	5	Jan. & July.	1887	111		Norwich & Worcester	400,000	5	"	1877			
(5-20s)	coupon	241,686,550	5	"	1887	115		Bos. Hartf. & Erie (atg.)	3,599,024	5	"	1900			
4th series (5-20s)	registered	11,603,000	5	Jan. & July.	1888	1134		Michigan—Renewal Loan Bonds	160,000	5	"	1878			
(5-20s)	coupon	28,009,500	5	"	1888	115		Two Million Loan Bonds	1,621,000	5	"	73-83			
Loan of March 3, 1864, (10-40s)	registered	137,287,650	5	Mar. & Sept.	1904	110		War and Bounty Loan Bonds	478,000	7	May & Nov.	1890			
(10-40s)	coupon	37,279,650	5	"	1904	110		Sault St. Marie Canal Bonds	86,000	7	Jan. & July.	1879			
Consols of July 14, '70 & Jan. 20, '71 registered	coupon	5,117,000	5	F. M. A. & N.	1881			Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	77-79			
coupon		5,117,000	5	"	1881			Sioux War Loan Bonds	100,000	7	May & Nov.	1872			
Consols registered	coupon		4	F. M. A. & N.											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	17
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	58
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 87 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	95	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1894	90
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....	....	....	....	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,600,000	....	....	....	....	....	Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	93
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	100
1st Mortgage (New York).....	....	7*	April & Oct.	London.	1879	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	103
1st Mortgage (Pennsylvania).....	....	7*	"	"	1877	....	Central Ohio:						
1st Mortgage (Ohio).....	....	7*	"	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	87
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)	....	7*	April & Oct.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1896	102
1st Mortgage (Silver Creek Br.)	....	7*	March & Sept.	"	1884	....	2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	1885	....
2d Mortgage (New York).....	....	7*	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	"	"	1883	102
2d Mortgage (Pennsylvania).....	3,000,000	7*	Jan. & July.	London.	1882	....	National Loan.....	25,881,000	6	"	"	1895	....
2d Mortgage (Ohio).....	....	7*	April & Oct.	"	1883	....	Charlotte and South Carolina:						
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1870	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	1st Mortgage.....	....	6*	May & Nov.	New York.	1900	90
Atlantic and Gulf:							Chesapeake and Ohio (Va. Cent.)						
1st Mortgage Consolidated.....	2,000,000	....	....	New York.	1898	....	1st Mortgage for \$15,000,000.....	....	6*	May & Nov.	New York.	1900	90
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	64
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Chester Valley:						
2d Mortgage, sterling.....	885,500	6*	May & Nov.	London.	1866	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	Chicago and Alton:						
Baltimore and Ohio:							1st Mortgage, pref. sinking fund.	398,000	7	May & Nov.	New York.	1877	101
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	104
Loan of 1856.....	579,500	6	"	"	1880	96	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883	93
Loan of 1858.....	1,710,500	6	April & Oct.	"	1885	96	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	114
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	2d Mortgage.....	941,000	4*	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	651,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
Bellefonte and Snow Shoe:							Construction.....	400,000	7	April & Oct.	New York.	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Income.....	300,000	7	"	"	1895	41
Belvidere Delaware:							Chicago, Danville and Vincennes:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86	Chicago, Iowa and Nebraska:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	96
Blue Ridge, S. Car.:							Chicago and Milwaukee, (45 m'le):						
1st Mortgage of \$2,500,000.....	....	7	Jan. & July.	Charleston.	1898	....	1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	95
Boston and Albany:							Chicago and Northwestern:						
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Funded Coupons.....	755,000	7	May & Nov.	"	1883	94
Boston, Clinton and Fitchburg.							General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1886	99
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87
1st Mort. (Conv. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89	Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	94
Boston, Hartford and Erie:							Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	55	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	99
1st Mortgage (new) for \$20,000,000	....	7	Jan. & July.	"	1899	22	2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1875	95
Boston and Lowell:							1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1898	92
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,129,000	7	Jan. & July.	"	1898	....
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	....
Wharf purchase bonds.....	200,000	6	"	"	1879	99	Chicago, Rock Island and Pacific:						
Buffalo, Bradford and Pittsburg:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	104
Buffalo, Cory and Pittsburg:							Chillicothe and Brunswick:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	Cincinnati, Dayton and Eastern:						
Buffalo and Erie:							1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....	New Mortgage.....	282,000	7	"	"	1877	....
Buffalo, New York and Erie:							Cincinnati and Indiana:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	80
Burlington, Cedar Rapids & Minn.							Cincinnati and Indianapolis June:						
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1919	90	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Burlington and Missouri River:							2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	97	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	Cincinnati and Martinsville:						
2d Convertible bonds.....	600,000	7	"	"	1875	....	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
3d Convertible bonds.....	958,545	8	"	"	18								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880	....	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	95	3d Mortgage.....	6,000,000	7	" "	" "	1883	95
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	89
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	4,236,500	7	June & Dec.	" "	1888	83
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102	Sterling Loan £800,000.....	4,844,444	6	March & Sept.	London.	1876	....
2d Mortgage (Clev. & Tol.)....	1,000,000	7	April & Oct.	" "	1886	95	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	....
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	....
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	87	Evansville and Crawfordsville:						
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	72	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	....
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	....	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" "	1881	....
Income Bonds.....	1,243,000	7	" "	" "	1881	....	Fall River, Warren & Providence:						
Columbus and Hooking Valley:							1st Mortgage.....	200,000	7	" "	Providence.	18—	....
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897	....	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	....
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	....
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '86 and '87, free.....	295,000	7	" "	" "	1876-77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	101
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	97
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	....	Grand River Valley:						
2d Mortgage sinking fund.....	793,000	6	May & Nov.	" "	1885	....	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	....
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	....
2d Mortgage.....	109,500	8	" "	" "	1904	....	2d Preference Bonds.....	7,355,986	5	" "	" "	18—	....
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4	" "	" "	18—	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4	" "	" "	18—	....
Danv., Urbana, Blooming, & Pekin:							Equipment Bonds.....	2,433,333	6	April & Oct.	" "	18—	....
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	....	Postal and Military Bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	....
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	....	Government Loan £573,688.....	2,782,387	6	" "	Ottawa.	....	....
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	....	Mortgage Bonds £615,200.....	2,983,720	6	" "	London.	73-76	....
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....	Mortgage Bonds £547,000.....	2,652,950	5	" "	" "	77-78	....
Dayton and Union:							Stock Debentures £48,700.....	226,500	5	" "	" "	irred.	....
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879	....	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888	....
Dayton and Western:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	93
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	....	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	....	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	....
State Loan.....	170,000	6	" "	" "	1876	....	Convertible bonds.....	50,000	7	Jan. & July.	" "	1883	....
Extension Mortgage.....	100,000	6	" "	" "	1880	....	Eight per cent. Loan.....	1,834,000	8	" "	" "	1874	....
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	904,000	10	" "	" "	1872	....
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	" "	1885	104
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	103	1st Mort. (Quincy and Palmyra)	500,000	8	" "	" "	18—	....
2d Mort. (General) for \$5,000,000.	1,633,000	7	March & Sept.	" "	1881	97	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	96
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	....	1st Mort. (R. Island 28.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....	Hempfield:						
Bonds of June 30, 1886, (cond.)	1,861,639	6	" "	" "	1886	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	....
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878	....	1st Mortgage (L.G.) sinking fund	2,600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....	Hudson River:						
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (construction).....	680,000	7	" "	" "	1894	....	Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	100
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	84
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	46
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	....	Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	106
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	332,000	6	" "	" "	1875	....
East Pennsylvania:							Redemption.....	2,500,500	6	" "	" "	1890	....
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	101	Redemption, sterling.....	2,500,000	6	" "	London.	1875	....
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
Tennessee Loan (1866).....	430,277	6	" "	" "	1893	....	Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	" "	" "	1880	....	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52
Mortgage (new).....	136,400	7	" "	" "	1880	....	1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	....
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	....	Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	....	1st Mortgage.....	397,000	7	May & Nov.	New York.	1881	....
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	....	1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, (convert. sterling)...	420,000	5	Jan. & July.	London.	1872	....	Jackson, Lansing and Saginaw:						
3d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95
1st Mortgage (Essex Railroad)...	214,000	6	Jan. & July.	" "	1876	96	Jeffersonville (J. M. & L.):						
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	97	1st Mortgage.....	345,000	7	April & Oct.	New York.	1875	....
Edgfield and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1906	82
Elmira and Williamsport:							2d Mortgage.....	2,000,000	7	" "	" "	....	75
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	95	Joliet and Chicago:						
Income Bonds.....	670,000	5	April & Oct.	" "	1872	00	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	110
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)...	1,000,000	6	Jan. & July.	London.	1886	1st Mortgage, guaranteed.....	500,000	5	Jan. & July.	New York.	1874

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	.....	8*	"	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1893	....	Montgomery and Eufaula:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1893	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	New York.	1870	....
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	"	1887	....
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	"	1898	95½	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	.....	6*	.....	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '66):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1851	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85½	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	1,000,000	7	Jan. & July.	New Haven.	1899	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	95	Convertible bonds.....	400,000	6	April & Oct.	"	1890	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	89½	N. Orleans, Jackson & Gt. North..	2,741,000	8	Jan. & July.	New York.	1886	....
Louisville, N. Albany & Chicago.							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Opelousas & Gt. Wtn:						
Macon and Brunswick:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	2d Mort. (P.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
Mahanoy and Broad Mountain:							New York Central:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Premium, Sinking Fund Bonds.	5,936,628	6	May & Nov.	New York.	1883	92½
Maine Central:							Funding, Sinking Fund Bonds..	1,614,000	7	Feb. & Aug.	"	1878	103
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	90	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91½
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for real estate.....	162,000	6	"	"	1883	96
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds and mortgages.....	22,800	7	various.	"	var.	....
Marietta and Cincinnati:							Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	New York and Flushing:						
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	85	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Scioto and Hoeking Valley.....	300,000	7	"	"	1896	....	New York and Harlem:						
Memphis and Charleston:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101½
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	92
1st Mortgage, Convertible.....	1,000,000	7	May & Nov.	"	1880	....	New York and New Haven:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Norfolk and Petersburg:						
Michigan Central:							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	2,591,500	8	"	"	1882	119	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	101½	North Missouri:						
2d Mortgage.....	2,693,000	7	"	"	1877	97	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1865	59
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	97	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	66
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	102½
Milwaukee & Chicago, (40 miles):							Chattel Mortgage.....	380,000	10	April & Oct.	"	1887	112
2d Mortgage, (U. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	276,500	7	May & Nov.	"	18—	99
3d Mortgage, (").....	10,500	7	June & Dec.	"	1898	....	North Shore, L. I.:						
Milwaukee and St. Paul:							1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1896	96	Northern Central:						
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	90	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	....
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	108	2d Mortgage, Sinking Fund.....	2,600,000	6	Jan. & July.	"	1885	94½
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	98½	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	91½
1st Mort. (Iowa and Minn. Div.)	5,786,000	7	Jan. & July.	"	1897	98	Consol. Mort. for \$6,000,000.....	2,019,000	6*	Jan. & July.	"	1900	94½
Mississippi Central:							Northern New Hampshire:						
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Company Bonds of 1854.....	120,600	6	April & Oct.	Boston.	1874	99
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Northern New Jersey:						
Mississippi and Tennessee:							1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	North Western Virginia:						
2d Mortgage for \$1,300,000.....	989,000	8	Jan. & July.	"	1890	....	2d Mortgage (B. & O. R. R. Co.)	468,500	6	Jan. & July.	Baltimore.	1873	99½
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	91
1st Mortgage Bonds.....	1,417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class...	\$722,500	7	{ Apr. & Oct.	Philadelphia.	1890	...
Selma and Meridian:							" " 2d class...	850,000	7	or	"	1890	...
1st Mortgage.....	79,875	...	— & —	— & —	...	...	" " 3d class...	154,000	7	{ Jan. & Jul.	"	1890	...
2d Mortgage.....	52,000	...	— & —	— & —	...	...	" " 4th class...	1,263,000	7	"	"	1890	...
3d Mortgage.....	665,000	...	— & —	— & —	...	...	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	...	2d Mortgage.....	23,500	6	" " "	"	1893	73
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1884	...	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	...
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	...	Income Bonds.....	138,500	6	" " "	"	1865	...
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	85
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Warren:						
Shenoybogan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	...
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	...
2d Mortgage.....	250,000	6	" " "	"	1876	...	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage.....	55,000	7	March & Sept.	New Haven.	1880	...	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1873	...
South Carolina:							West Jersey:						
Sterling Bonds \$452,912	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	94
Sterling Bonds \$59,031	282,366	5*	" " "	Charleston.	'71-'85	...	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1890	...
Domestic Bonds.....	418,016	6	" " "	"	'73-'74	...	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1890	101
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	...	Western (Boston and Albany).....	2,051,520	5*	April & Oct.	London.	'69-'71	...
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	...	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed	...	8	— & —	New York.	1889	...	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	95
South Shore:							1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	78
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	"	1890	92
South Side, Va.:							2d Mort. for \$500,000, end. by W. Co.	300,000	6	" " "	"	1890	89
2d Mort. guar. by Petersburg...	300,000	6	Jan. & July.	Petersburg.	'70-'75	...	New Preferred mortgage.....	600,000	6	" " "	"	...	93
3d Mort. (for City Point R. R.)...	175,000	6	" " "	"	'65-'68	...	Western Pacific:						
4th Mortgage.....	317,000	6	" " "	"	'70-'72	...	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1890	...
Consol. Mortgage.....	...	8	" " "	New York.	'84-'90	...	Government Lien.....	1,970,000	6	" " "	"	...	...
South Side, L. I.:							Western Pennsylvania:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
South Western:							Western Union:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	...	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	...
South West Pacific:							Whitehall and Plattsburg:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
Southern Minnesota:							Wicomico and Pocomoke:						
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	...
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Staten Island:							1st Mortgage guar. by State.....	...	8	" " "	"	1897	64
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	Wilmington and Manchester:						
Sterling Mountain:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	...
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	...
Sullivan:							1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	2d Mortgage.....	80,000	7	May & Nov.	"	1873	...
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	...	Wilmington and Weldon:						
Syracuse, Binghamton and N. Y.:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	...
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	...
Summit Branch:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86	York and Cumberland (N. Cent.)						
Sussex:							3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	...
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	CANAL BONDS.						
Tioga:							Chesapeake and Delaware:						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	98	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
Toledo, Peoria and Warsaw:							Chesapeake and Ohio:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	...
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	...
Toledo, Wabash and Western:							Delaware Division:						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	...	Delaware and Hudson:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	...
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	"	1871	...	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" " "	"	1883	82	Delaware and Raritan (See Cam						
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	"	1907	99	den and						
Troy and Boston:							Eric of Pennsylvania.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	...
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	Interest Bonds.....	161,960	7	" " "	"	18—	...
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	...	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	...
Troy Union:							2d Loan.....	5,606,100	6	" " "	"	1884	88
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	3d Loan.....	2,000,000	6	" " "	"	1897	91
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	...	Gold Loan.....	2,000,000	6*	" " "	"	1894	...
Union Pacific:							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	98
1st Mortgage, free.....	27,237,512	6*	Jan. & July.	N.Y. & Boston	'95-'99	91	Convertible Loan.....	1,496,879	6	" " "	"	1877	83
2d Mortgage (Gov. subsidy).....	27,237,512	6	" " "	"	'95-'99	91	Monongahela Navigation:						
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	84	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	...
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	82	2d Mortgage.....	57,000	6	" " "	"	18—	...
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	...	2d Mortgage.....	302,750	6	" " "	"	1876	80
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	"	1885	86
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	...	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	...
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	"	'95-'97	...	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	70
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	...	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	79
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71	"	1916	...	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	84
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	...
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	44	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	92
Equip. Loan (Vt. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	102	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	...
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	11
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	380,000	7	April & Oct.	New York.	1880	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	...
2d Mortgage.....	114,000	6	" " "	Boston.	1880	...	Wyoming Valley:						
Mortgage.....	293,200	7	" " "	New York.	1880	...	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	...

Dec. 31, 1899	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467
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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

At asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running debts (—) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Property and Assets.		Liabilities.		Railroad Operated.		Operations.		Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Year ending.		Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Freight.		Car.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M	

Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending	Length equi. single track	Horses and Dummies	Cars	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing	Inter. at rate	Pay- able	Principal Payable	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000		87,061	22,592		100	100	Albany: 1st Mortgage.....	40,000	7	J. & J.	18	....
Sept. 30, '70	0.96			Albany st. Freight (B'ton).Mass.	47,765	75,000		1,136	2,654	567		100	100	Bleeker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1872	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500			12,733	1,886		100	100	Brooklyn (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	....
Dec. 31, '68	22.00	479	73	Baltimore City.....Md.	1,975,049	900,000	694,000	29,500	480,046	54,828	6	100	100	Brooklyn and 7th Avenue: 1st Mortgage.....	500,000	7	J. & D.	1884	....
Sept. 30, '70	3.36			Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			316,259	4,404		100	100	Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18	....
Sept. 30, '70	2.75			Boston & Chelsea.....Mass.	41,000	41,000			150,876	26,876	12	100	100	Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882	....
Sept. 30, '70	16.76	192	40	Boston & West Roxbury.....Mass.	315,320	200,000	100,000	8,782	707,983	242,248	6	100	100	Bklyn City, Hun. Pl. & P.F.: 1st Mortgage.....	379,000	7	M & N	1878	....
Sept. 30, '70	16.00	798	112	Brooklyn (Brooklyn).....N.Y.	583,894	2,100,000	1,500,000	100,000	91	35,842	5,514	100	100	Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J. & J.	1890	....
Sept. 30, '70	7.00			B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	91	35,842	5,514	100	100	Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1875	....
Sept. 30, '70	12.00	28		Brooklyn, Bath & Coney L.N.Y.	180,555	170,000	80,000		156,350	1,334,984	115,633	12.0	100	100	Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J. & J.	18
Sept. 30, '70	72.00	1412	297	Brooklyn City.....N.Y.	2,082,878	1,500,000	300,000	156,350	133,984	115,633	12.0	100	100	Buffalo street: 1st Mortgage.....	341,500	7	J. & D.	1881	....
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P.N.Y.	685,864	300,000	379,000	30,445	166,955	24,068		100	100	Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,000			24,048	150,922	23,653	100	100	Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J. & J.	1874	....
Sept. 30, '70	6.00			B'klyn Flatb. & Coney Isl.N.Y.	106,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100	Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J. & J.	1879	....
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	485,100	800,000					100	100	Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J.	1873	....
Sept. 30, '70	4.50			Brooklyn & Rockaway Bl.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100	100	D. Dock, E.Bdv. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18	....
Sept. 30, '70	15.21	182		Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466		100	100	Eighth Avenue (N.Y.): 1st Mortgage.....	203,000	7	J. & J.	18	....
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	42d St. & Grd St. Ferry (N.Y.): 1st Mortgage.....	160,000	7	J. & J.	1873	....
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	734,671	727,800	150,000	74			9.0	100	100	Real Estate.....	65,000	7	var.	var.	....
Sept. 30, '70	8.26	20		Central City (Syracuse).....N.Y.	29,334	21,120	6,000		18,738	5,035		100	100	Frankford and Southwark: 1st Mortgage.....	187,500	7	J. & J.	1877	....
Sept. 30, '70	36.00	761	141	Cent. P. N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485		100	100	Germantown: 1st Mortgage.....	250,000	7	J. & J.	1877	....
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,284	192,750			251,773	76,780	36.5	50	19	2d mortgage.....	250,000	7	J. & J.	1884	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1878	85	
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn).....N.Y.	647,363	600,000	214,000	39,238	147,669	17,444		100	100	Grand st. and Newtown: 1st Mortgage.....	90,000	7	J. & J.	18	....
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,300,000	700,000	30,000	709,274	124,300	8.1		100	100	Harl. Br. Morris's & Fordh.: 1st Mortgage.....	136,000	7	J. & J.	1877
Sept. 30, '70	3.50	12		Dunkirk and Fredonia.....N.Y.	42,851	34,825			8,544	4,106	7	100	100	Hestonv, Mantus & Fairm.: 1st Mortgage.....	25,900	7	J. & J.	1874	88	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,761	4,241		100	100	Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J.	1883	75	
Oct. 31, '70	1.63	12		Easton and S. Easton.....N.Y.	25,230	29,562			9,799	2,577	5.0	25	20	Lynn and Boston: 1st Mortgage sinking fund	60,000	7	J. & J.	1886	74	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,522	12.0	100	100	Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A. & O	1880	....
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	1,224,749	200,000	24,738		34,986	11,129	5.5	100	100	Middlesex (Boston): 1st Mortgage sinking fund	100,000	6	J. & D.	1884	87	
Oct. 31, '70	2.27	19		Eric City.....Pa.	32,291	19,807	20,296		16,143			100	100	Ninth Avenue (N.Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....
Oct. 31, '70	2.70	20		Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185		100	100	Orange and Newark: 1st Mortgage.....	100,000	6	J. & J.	1880	....
Sept. 30, '70	9.63	232	54	42d St. & Grd St. (N.Y.C.) N.Y.	1,052,479	745,000	215,000		354,800	93,276	10.0	100	100	2d Mort. Broad street: 1st Mortgage.....	100,000	6	J. & J.	1880	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,065	36,039	6.0	50	49	2d Mort. O. & N. R. R.: 1st Mortgage.....	100,000	6	J. & J.	1881	....
Sept. 30, '70	3.25	26		Genesee & Water st. (Syr.) N.Y.	69,354	42,500	12,700		13,503	1,139		100	100	2d Mort. O. & N. R. R.: 1st Mortgage.....	300,000	6	J. & J.	1883	....
Nov. 31, '70	34.25	360	60	Germantown (Phila.).....Pa.	502,270	307,545	350,000		356,759	102,350	19.5	50	15	Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881	85	
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,567	170,000	90,000		161,905	37,685	6.0	50	17	Philadelphia and Darby: 1st Mortgage.....	57,000	7	M & N	1887	....
Sept. 30, '70	9.00	90	15	Grd St. & Newtown (B'klyn) N.Y.	270,000	170,000	100,000		59,627	5,196	2	100	100	Pittsb. Alleghy & Manch.: 1st Mortgage.....	23,000	7	A. & O	1874	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	Qnecy: Plain bonds.....	66,424	6	var.	var.	....
Sept. 30, '70	10.00	112	24	Harlem Br., Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,984		100	100	Ridge Av. & Manayunk: 1st Mortgage.....	48,500	7	J. & J.	1880	....
Oct. 31, '70	2.14	11		Harrisburg City.....Pa.	60,249	41,995	112,864	1,240	5,997			100	100	1st Mortgage.....	15,000	6	J. & J.	1880	....
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,890	42,252	6.5	50	7	Salem: 1st Mortgage.....	35,000	6	J. & J.	18	....
Sept. 30, '70	3.56	27		Kingston and Rondout.....N.Y.	79,835	75,000			22,120	8,261		100	100	Second Avenue (N.Y.): 1st Mortgage.....	100,000	7	J. & J.	1877	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201		100	100	1st Mortgage.....	83,700	7	J. & J.	1878	....
Sept. 30, '70	3.82	50		Lowell Horse.....Mass.	49,180	55,830			26,181	2,431		100	100	1st Mortgage.....	15,000	7	A. & O	1876	....
Sept. 30, '70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	61,137	136,719	Loss.		100	100	1st Mortgage.....	25,000	7	J. & J.	18	....
Sept. 30, '70	3.41			Malden and Melrose (B'n).Mass.	60,246	200,000	45,872		16,740	Loss.		100	100	1st Mortgage.....	60,000	7	J. & J.	1883	75	
Sept. 30, '70	0.91			Marginal Freight (Boston).Mass.	191,834	191,500		46,454	1,144			100	100	1st Mortgage sinking fund	60,000	7	J. & J.	1886	74	
Sept. 30, '70	3.07			Medford & Charlestown (B'n).Mass.	36,000	21,000	4,000		1,120			100	100	1st Mortgage, guaranteed	45,872	6	A. & O	1880	....
Sept. 30, '70	4.88</																			

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds	Rate	Paid	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	..	..	..
Atlantic & St. Lawrence* guar.	2,494,000	4	4	..	..
Baltimore and Ohio, pref.	3,000,000	6	6	..	..
Berkshire,* guaranteed* guar.	600,000	7	7	..	..
Blossburg and Corning,* guar.	250,000	5	5	..	..
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	..
Buffalo, N. York and Erie,* guar.	950,000	7	7	74	..
Camden and Atlantic, pref.	753,995	7	..	..	..
Catawissa,* pref. and guar.	2,200,000	7	..	96	..
Cayuga and Susquehanna,* guar.	589,110	..	9	..	..
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	..	..
Central (Ohio), preferred.	400,000	7	7	29	..
Chemung,* guar.	380,000	8	6	..	..
Cheshire, preferred.	2,017,815	7	3	..	..
Chicago and Alton, pref.	2,425,400	7	10	123	..
Chicago and Nebraska,* guar.	2,900,000	..	10	..	..
Chicago, Iowa and Nebraska,* guar.	20,370,293	7	7	89	..
Chicago and Northwestern,* guar.	2,056,000	7	7	..	..
Cleveland and Mahoning,* guar.	6,250,000	..	34	..	..
Cleveland and Toledo,* guar.	177,750	8	..	..	..
Cochecho, preferred.	1,822,100	6	6	92	..
Connecticut and Passumpsic Rivers, preferred.	241,900	8	8	114	..
Cumberland Valley, 1st pref.	242,000	8	8	..	..
" 2d pref.	594,261	6	6	..	..
Delaware,* guaranteed.	1,600,000	6	..	..	..
Detroit & Milwaukee,* preferred and guaranteed.	1,988,170	7	7	97	..
Dubuque and Sioux City,* preferred and guaranteed.	330,308	7	7	..	..
Dubuque Southwestern, pref.	492,500	8	8	..	..
Eastern (N. H.),* guaranteed.	500,000	5	5	..	..
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	..	..
Elmira and Williamsport,* guar.	500,000	5	5	..	..
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	90	..
Erie, preferred.	8,536,910	7	7	57	..
Evansville and Crawfordsville, pref.	100,000	..	..	..	..
Hannibal and St. Joseph, pref.	5,078,224	..	..	..	..
Harrisburg and Lancaster,* guar.	1,182,550	7	7	..	..
Houstonian, preferred.	1,180,000	8	4	105	..
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	12	..
Joliet and Chicago,* guar.	1,500,000	7	7	..	..
Joliet and Northern Indiana,* guar.	300,000	8	8	..	..
Lackawanna and Bloomsburg, pref.	500,000	7	..	..	..
Lock and Farmington,* guar.	..	..	..	..	..
Little Schuylkill,* guar.	2,646,100	7	7	..	..
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87	..
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	30	..
" 2d pref.	4,051,744	..	..	..	..
Manchester and Lawrence*.	1,000,000	9	9	..	..
Michigan Southern, guaranteed.	1,000,000	10	10	..	..
Mill Creek and Mine Hill,* guar.	323,375	10	10	..	..
Milwaukee and St. Paul, preferred.	9,744,268	7	..	79	..
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	..	..
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	..	..
New Haven and Northampton*.	1,344,000	..	..	..	..
New York and Harlem, pref.	1,500,000	8	8	129	..
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	..	..
North Eastern (S. C.), preferred.	155,000	8	8	..	..
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	..	..
Ohio and Mississippi, pref.	3,500,000	7	7	107	..
Patterson and Hudson,* guar.	630,000	8	8	77	..
Patterson and Ramapo,* guar.	248,000	..	..	..	..
Peoria and Bureau Valley,* guar.	1,200,000	6	6	..	..
Philadelphia and Erie,*.	5,996,700	..	..	..	..
Philadelphia and Reading, pref.	1,551,800	10	10	..	..
Philadelphia and Trenton,* guar.	1,099,120	10	10	..	..
Pittsfield and North Adams,*.	450,000	6	6	..	..
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	..	..
Portland, Sag. & Portsmouth,* guar.	1,500,000	6	6	..	..
Portsmouth and Concord*.	350,000	7	7	..	..
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	..	..
Rochester and Genesee Valley*.	557,500	7	7	..	..
Rutland, preferred.	..	7	7	..	..
St. Louis, Alton and T. H., pref.	2,040,000	7	7	87	..
Sandusky and Cincinnati, pref.	445,596	6	6	56	..
Schuylkill Valley,* guar.	576,000	5	5	36	..
Shamokin Valley & Pottsville,* guar.	869,450	5	5	..	..
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	..	..	..
" (E. D.) pref.	1,700,000	7	..	..	..
Toledo, Wabash and Western, pref.	1,000,000	7	7	82	..
Troy and Greenbush,* guar.	274,000	8	8	..	..
Vermont and Canada,* guar.	2,500,000	7	7	..	..
Warren,* guar.	1,408,300	7	7	..	..
White Mountains,* guar.	200,000	5	5	..	..
Wrightv., York & Gettysburg,* pref.	317,050	..	2	..	..
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	..	..
Morris, preferred.	1,175,000	10	10	125	..
Schuylkill Navigation, pref.	2,888,997	6	6	84	..
Union, preferred.	..	6	..	2	..
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	..	6	..	..	..
Mariposa Mining, pref.	5,774,400	7	7	61	..

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....per ton 81 — @ 34 —	
Pig, American, No. 1.....35 — @ —	
Pig, American, No. 2.....32 — @ —	
Pig, American, Forge.....31 — @ 32 —	
Bar, Refined, English and American.....72 — @ 73 —	
Bar, Swedes, assorted sizes.....(gold) 55 — @ 100 —	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices).	
English, Cast, (2d and 1st quality).....per lb. — 15 @ — 18	
English Spring (2d and 1st quality).....— 7 @ — 10	
English Blister (2d and 1st quality).....— 10 @ — 17	
English Machinery.....— 11 @ — 14	
English German (2d and 1st quality).....— 12 @ — 14	
American Blister "Black Diamond".....— — @ — 12	
American, Cast, Tool, do.....— 15 @ — 16	
American, Spring, do.....— 9 @ — 11	
American Machinery do.....— 10 @ — 11	
American German do.....— 9 @ — 11	
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash).	
Cut, 10d. @ 60d.....per 100 lb 4 75 @ — —	
Cut Spikes, all sizes.....— 5 @ — —	
Clinch.....— 5 25 @ — —	
Horse Shoe, Forged (No. 10 to 5).....per lb. — 19 @ — 31	
Copper.....— 36 @ — 38	
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....(gold).....per lb. — @ — 38	
Strait.....(gold).....— @ — 33	
English.....(gold).....— @ — 33	
Plates—Fair to good brands.....Gold.....Currency.....	
I. C. Charcoal.....per box 8 62 @ 8 75 10 — @ 10 50	
I. C. Coke.....7 50 @ 8 — 8 75 @ 9 50	
Coke Terne.....6 25 @ 7 50 7 25 @ 8 75	
Charcoal Terne.....8 — @ 8 50 9 25 @ 10 —	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....per gall. — 14 @ — 14½	
Crude, 40 @ 47 gravity (in shipping order).....— 14½ @ — —	
Refined, Standard White (in ship's order).....— @ — 25½	
Refined, prime White (in shipping order).....— @ — 26	
Refined, S. W. (in jobbing lots).....— 27 @ — —	
Refined, S. W. (in tin).....— 29 @ — 30	
Naphtha, Refined, (65 @ 73 gravity).....— 9½ @ — 10½	
Residuum.....per bbl. 4 — @ — —	
GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.	
American Window.	
(Single Thick.)	
Sizes.	1st. 2d. 3d. 4th.
6 by 8 to 7 by 9.....A. B. C. D.	
8 by 10 to 10 by 15.....\$7 75 \$7 00 \$6 50 \$6 00	
11 by 14 to 12 by 18.....8 25 7 50 7 00 6 50	
14 by 16 to 16 by 24.....9 75 9 00 8 50 7 50	
18 by 22 to 18 by 30.....10 25 11 25 10 00 8 00	
20 by 30 to 24 by 30.....15 00 13 75 11 50 9 00	
24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00	
25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50	
30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50	
32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50	
Above.....25 00 25 00 20 00 16 00	
(The above subject to a discount of 55¢@60 per cent.)	
French Window—1st, 2d, 3d and 4th qualities.	
(Single Thick.)	
6 by 8 to 8 by 10.....(4 qts.).....per 50 feet 10 — @ 7 75	
8 by 11 to 10 by 15.....(4 qts.).....— 10 50 @ 8 —	
11 by 14 to 12 by 18.....(4 qts.).....— 9 25 @ 9 25	
14 by 16 to 16 by 24.....(4 qts.).....— 12 50 @ 9 75	
18 by 22 to 18 by 30.....(4 qts.).....— 15 — @ 10 50	
20 by 28 to 24 by 30.....(4 qts.).....— 18 50 @ 12 —	
28 by 28 to 24 by 36.....(4 qts.).....— 19 50 @ 12 50	
28 by 34 to 26 by 40.....(4 qts.).....— 21 50 @ 16 —	
28 by 38 to 28 by 44.....(4 qts.).....— 22 — @ 16 50	
28 by 46 to 30 by 48.....(4 qts.).....— 23 — @ 17 —	
30 by 50 to 32 by 52.....(4 qts.).....— 24 50 @ 18 —	
32 by 54 to 34 by 56.....(4 qts.).....— 26 50 @ 19 50	
34 by 58 to 34 by 60.....(4 qts.).....— 30 — @ 22 —	
36 by 60 to 40 by 60.....(4 qts.).....— 36 — @ 28 —	
(Subject to a discount of 55¢@60 per cent.)	
English sells at 40¢@50 per cent. off the abv. rates.	

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th. 22.	F. 23.	Sat. 24.	M. 25.	Tu. 27.	W. 28.
Canton Co.....	80	80	80	79	.....	.....
Central Pacific 6s.....	102½	102½	102½	102½	102½	.....
Central of N. Jersey.....	111½	111½	112	111½	110½	.....
Chicago & Alton.....	120	.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	104	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Inc. bds.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	.....	.....	.....	.....	.....	.....
.. 8s, 1883.....	113½	114½	114½	114½	114	.....
Chic. & Northwestern.....	74½	75	72½	73½	73	72½
.. pref.....	89½	89½	88	88½	88½	.....
.. 1st M.....	104	.....	103½	99	103½	.....
.. S. F.....	.....	.....	.....	.....	.....	.....
.. Consol.....	.....	.....	.....	.....	.....	.....
Chic. Rock Isl. & Pac.....	112½	112½	111½	111½	110½	108½
Chl. R. I. & Pa. 7s, 1896.....	112½	111½	111½	111½	110½	104
Clev., Col. C. and Ind.....	88½	88	88	88½	.....	.....
Clev. and Pittsburg.....	117	119	117	116½	116½	116½
.. 2 M.....	.....	.....	.....	.....	.....	.....
.. 3 M.....	.....	.....	.....	.....	.....	.....
.. 4 M.....	.....	.....	.....	86	.....	.....
Clev. and Toledo.....	.....	.....	.....	.....	.....	.....
.. S. F. 7s.....	20	20½	20	20½	20½	19½
Col., Chi. & Ind. C.....	20	87½	87	87½	87	87
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	.....	.....	.....
Cumberland Coal pref.....	.....	.....	.....	.....	.....	.....
Del. & Hudson Canal.....	.....	.....	.....	.....	.....	.....
Del. Lack. & Western.....	105½	106	106	106½	106	106½
.. 1 M 7s.....	100	.....	.....	.....	.....	.....
.. 2 M 7s.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City.....	92	.....	95	.....	.....	.....
Erie Railway.....	27½	28½	27½	27½	28	27½
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M 7s, 1897.....	.....	.....	.....	.....	.....	.....
.. 2 M 7s, 1879.....	.....	.....	.....	.....	.....	.....
.. 3 M 7s, 1883.....	.....	.....	.....	.....	.....	.....
.. 4 M 7s, 1880.....	89	.....	.....	.....	89	.....
.. 5 M 7s, 1888.....	.....	.....	.....	.....	.....	.....
Great Western 2d mort.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph.....	85½	85	80	82	81½	81
.. pref.....	89½	89½	84	87	87	86
.. 8s, conv. 104.....	103½	103½	103½	103½	103½	103½
Hudson River.....	104	.....	.....	.....	.....	.....
.. 2 M S. F.....	.....	.....	.....	104	.....	.....
.. 3 M 1s, 1875.....	.....	.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	.....	.....	.....	.....
.. bonds.....	.....	.....	.....	.....	.....	106
Lake Shore & Mich. S. 111½	113	112½	112½	108½	107	.....
Lake Shore Div. bonds.....	.....	.....	.....	.....	.....	.....
Marietta & Cin. 1st pref.....	.....	.....	.....	.....	.....	.....
.. 2d pref.....	.....	.....	.....	.....	.....	.....
Michigan Central.....	125	125½	126	120½	.....	.....
.. S. F. 8s, 1882.....	.....	.....	.....	.....	.....	.....
M. S. and N. L. 1 M. S. F. 100½	100½	101	101	101½	101½	.....
.. 2 M.....	.....	.....	.....	.....	.....	.....
Mariposa Mining Co.....	7½	7½	7½	7	7	4½
.. pref.....	7½	7½	7½	7	7	.....
.. Tr. 10s cts.....	.....	.....	.....	.....	.....	.....
Milw. and St. Paul.....	59½	60½	58½	59	60	59½
.. pref.....	78½	79½	77½	78½	79	78½
.. 1st mort.....	.....	.....	.....	.....	.....	96
.. 2d mort.....	.....	.....	.....	.....	.....	.....
.. 8s.....	107½	107½	103	108	108	108
.. 7-10s con.....	96½	96½	96½	96½	96½	96½
Missouri 6s.....	96½	96½	96½	96½	96½	96½
.. H. & St. J. 1sa.....	.....	.....	.....	.....	.....	95
Morris and Essex.....	91½	91½	91½	92½	92½	.....
.. 1st mort.....	.....	.....	103	.....	.....	.....
.. 2d mort.....	99½	.....	99½	.....	.....	.....
New York Central.....	.....	.....	.....	.....	.....	.....
.. 7s, S. F. 1876.....	.....	.....	.....	.....	.....	103
.. 6s, S. F. 1883.....	92½	92	92	91	91	.....
.. 6s, S. F. 1887.....	.....	.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv.....	97	97½	97	97	97	99½
.. certificates.....	92	92	91½	92½	92½	.....
N. York and Harlem.....	127½	127½	126½	127	125	.....
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M 7s, 1873.....	101½	101½	101½	101½	101½	.....
N. Carolina 6s, old.....	.....	47	47	46	.....	.....
.. new.....	27½	.....	.....	27½	.....	.....
Ohio and Miss.....	44	44½	44½	45½	45½	45½
.. pref.....	.....	77	.....	.....	.....	.....
.. 1st M.....	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co.....	41½	41½	41½	42½	41½	41½
Panama.....	50	50	50	50½	51½	52
Phila. and Reading.....	116½	117½	116½	116½	116	115½
Pitta. Ft. W. & Chi. gtd.....	.....	100	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	101	.....	.....	101	.....	.....
.. 3 M.....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co.....	12	.....	11½	.....	.....	11
St. L., Alton & T. H.....	.....	.....	.....	.....	.....	.....
.. pref.....	56	.....	.....	.....	.....	.....
.. 1 M.....	102½	.....	.....	.....	.....	.....
.. 2 M. pref.....	86	.....	.....	.....	.....	.....
.. Income bds.....	.....	.....	.....	.....	.....	.....
Tennessee 6s, old.....	71½	72½	72½	72½	72½	.....
.. new.....	72½	72½	72½	72½	72½	.....
Tol., Wab. & Western.....	59½	60½	59½	59½	59½	57
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....	.....	.....
.. 2 M.....	.....	90	.....	.....	.....	.....
.. Equipment.....	.....	.....	.....	.....	.....	.....
.. St. Lon. Div.....	.....	.....	.....	89½	.....	.....
Union Pacific.....	30½	30½	30	31½	30½	.....
.. 1st mort.....	91½	.....	.....	91½	91½	91½
.. L. Gt. 7s.....	84½	.....	85	.....	.....	84½
.. Inc. 10s.....	.....	.....	.....	.....	.....	82½
Virginia 6s, old.....	.....	.....	.....	.....	.....	73
.. new.....	.....	.....	.....	.....	.....	.....

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 10-40s, coup.	110	110	110	110	110
U. S. 5s, 10-40s, reg.	110	110	110	110	110
U. S. 5s, 1881, reg.	114	114	114	114	114
U. S. 5s, 1881, coup.	117	117	117	117	117
U. S. 5s, '81, O.W.L.	117	117	117	117	117
U. S. 5s, 5-20s, reg. '62.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1862.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '64.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1864.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '65.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1865.	112	112	112	112	112
U. S. 5s, 5-20s, r. n. '65.	114	114	114	114	114
U. S. 5s, 5-20s, c. n. '65.	114	114	114	114	114
U. S. 5s, 5-20s, reg. '67.	114	114	114	114	114
U. S. 5s, 5-20s, c. 1867.	114	114	114	114	114
U. S. 5s, 5-20s, reg. '68.	115	115	115	115	115
U. S. 5s, 5-20s, c. '68.	115	115	115	115	115
U. S. 5s, 5-20s, c. '68.	115	115	115	115	115
U. S. 5s, Pac.R.R. issue.	115	115	115	115	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27

Catawissa	127	128	128	127	127
Camden and Amboy	127	128	128	127	127
6s, 1875	93	93	93	93	93
6s, 1880	93	93	93	93	93
6s, 1889	88	88	88	88	88
mort. 6s, '89 96	88	88	88	88	88
Elmira & Williamsport	88	88	88	88	88
7s	88	88	88	88	88
Lehigh Navigation	38	38	38	38	38
6s, 1884	90	90	90	90	90
Gold L.	90	90	90	90	90
R. R. L.	91	91	91	91	91
Conv. L.	83	83	83	83	83
Lehigh Valley R.R.	61	61	61	61	61
6s new coup.	95	95	95	95	95
6s new reg.	95	95	95	95	95
Little Schuylkill R.R.	46	46	46	46	46
7s	50	50	50	50	50
Minehill	54	54	54	54	54
Morris Canal	54	54	54	54	54
pref.	54	54	54	54	54
1st mort.	54	54	54	54	54
North Pennsylvania	48	48	48	48	48
6s, 1880	102	102	102	102	102
7s	112	112	112	112	112
10s, 1887	112	112	112	112	112
Northern Central	41	41	41	41	41
Oil Creek & Alleg. Riv.	52	52	52	52	52
7s	80	80	80	80	80
Pennsylvania R. R.	60	60	60	60	60
1st M.	60	60	60	60	60
2d M.	99	99	99	99	99
Gen. mort.	96	96	96	96	96
reg.	95	95	95	95	95
Penn. State, 6s, 1st series	103	103	103	103	103
6s, 2d series	107	107	107	107	107
6s, 3d series	109	109	109	109	109
6s, W. L.	102	102	102	102	102
Philadelphia City, 6s	100	100	100	100	100
new	100	100	100	100	100
Philad. Germ. & Nor.	85	85	85	85	85
Phila. & Reading	58	58	58	58	58
Philadelphia and Erie	28	28	28	28	28
6s	28	28	28	28	28
7s	92	92	92	92	92
Schuylkill Navigation	92	92	92	92	92
pref.	18	18	18	18	18
6s, 1882	79	79	79	79	79
6s, 1876	79	79	79	79	79
6s, 1872	79	79	79	79	79
Eusq. Canal	63	63	63	63	63
6s, 1878	63	63	63	63	63
Union Canal, pref.	63	63	63	63	63
6s, 1878	63	63	63	63	63
Hestonville, (Horse)	20	20	20	20	20
Chestnut & Wal.	20	20	20	20	20
Green & Coates	64	64	64	64	64
2d and 3d streets	64	64	64	64	64
Spruce and Pine	24	24	24	24	24
13th and 15th sts.	24	24	24	24	24

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 27.

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27

Baltimore City 6s, 1875	98	98	98	98	98
1886	98	98	98	98	98
1890	98	98	98	98	98
1884	98	98	98	98	98
1900	98	98	98	98	98
Balt and Ohio	98	98	98	98	98
bonds, 1875	98	98	98	98	98
1880	98	98	98	98	98
1885	98	98	98	98	98
Marletta & Cin. 1st M.	98	98	98	98	98
2d M.	98	98	98	98	98
Northern Central	41	41	41	41	41
bonds, 1885	90	90	90	90	90
1900	90	90	90	90	90
N. W. Va. 1st mort.	90	90	90	90	90
2d mort.	90	90	90	90	90
3d mort.	90	90	90	90	90
City Passenger R. R.	90	90	90	90	90

Boston Stock Exchange.

Actual Sale Prices for the week ending June 28.

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28

Boston and Albany	156	154	153	150	150
Boston and Lowell	136	136	136	136	136
Boston and Maine	147	147	147	147	147
Boston and Providence	152	151	151	150	150
Boston, Hartford & Erie	24	24	24	24	24
7s, new	22	22	22	22	22
Cheshire, pref.	22	22	22	22	22
Concord	77	77	77	77	77
Connecticut River	125	125	125	125	125
Eastern	125	121	121	122	122
Fitchburg	134	134	134	134	134
Manchester & Law'ree	125	125	125	125	125
Michigan Central	125	125	125	125	125
Northern, N. H.	112	112	112	112	112
Ogdens & Lake Champ	88	88	88	88	88
pref.	104	104	104	104	104
Old Colony & Newport	101	101	101	101	101
Ph. Wil. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports	137	137	137	137	137
Union Pacific	30	30	30	30	30
6s	88	88	88	88	88
Land Grant 7s	82	82	82	82	82
Income 10s	80	80	80	80	80
Vermont & Canada	102	102	102	102	102
Vermont & Mass.	101	101	101	101	101
South Boston (Horse)	101	101	101	101	101
Cambridge	74	74	74	74	74
Metropolitan	74	74	74	74	74
Middlesex	74	74	74	74	74
Central Mining Co.	8	8	8	8	8
Copper Falls	8	8	8	8	8
Franklin	29	29	29	29	29
National	29	29	29	29	29
Pewabic	29	29	29	29	29
Quincy	29	29	29	29	29

London Stock Exchange.

Closing Prices.

June 16. June 9.

Atl. & Gt. West. N. Y. sec. 7 per ct	83	88	83	88
1st mort. 1880	83	88	83	88
Do. do, 2d mort. 1881	83	88	83	88
Do. Penn. 1st mort. 1877	83	88	83	88
Do. do, 2d mort. 1882	83	88	83	88
Do. Consol. 7 per cent. mort. 1890	41	42	41	42
Detroit and Milwaukee 1st mort. 7s	69	71	69	71
Do. 2d mort. 8 p. c.	69	72	69	72
Erie shares 100 dol. all paid	64	66	64	66
Erie sterlg. 6 p. c. convertible bonds	64	66	64	66
Illinois Central, 6 per cent. 1875	99	101	99	101
Do. Redemption mort. bonds 6 p. c.	109	110	109	110
Do. 100 dol. shares, all paid	80	85	80	85
Panama General mort. 7s, 1897	80	85	80	85
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	94	94	94	94
Do. 50 shares	50	52	50	52
Philadelphia and Erie 1st mort. 1881	94	96	94	96
Do. with option to be paid in Phila.	94	96	94	96

American Railroad Journal.

Saturday, July 1, 1871.

Stock Exchange and Money Market.

Money has been in rather more request, but has been in very full supply and quoted easy for responsible borrowers, at from 3@5 mainly 3@4 per cent., on call and at 4@7, chiefly 5@6 percent, per annum on very choice to good mercantile credits. The inquiry from the Stock Exchange firms has been somewhat brisker, and more discrimination has been made by lenders in the acceptance of railway shares, as collaterals. The very serious break in values at the Board, last week, has had the effect of lessening the disposition to make advances on other than the public funds, and the choicest of the general list of stocks. Some further shipments of currency to the interior have been reported, which have led to a reduction of lawful money reserves of both the city banks, and the Treasury office. The city banks, last week, reported a gain of \$1,025,306 of specie, a loss of \$817,756 of legal tender notes, and an increase of \$252,363 of deposits. They increased their loan and discount averages \$845,113 and reduced their circulation \$101,492. The city bank exchanges, last week, averaged \$113,514,566; and thus far, this week, 112½ millions daily. The banks now hold \$16,954,145 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S.

Sub-Treasury office in this city reported a gain of \$487,128 of specie and a loss of \$494,661 of currency, as the result of the week's business. The receipts of the office were \$4,422,989 in coin, and \$8,376,934 in currency; payments, \$3,935,860 in coin, and \$3,871,595 in currency. The office received \$2,274,000 in coin or its equivalent, from customs; and disbursed \$279,068 of coin interest. The specie reserve of the city banks according to the latest return is \$14,015,216, against \$28,228,985 same time last year. The city bank deposits are now \$243,521,513 against \$217,522,555 week ending June 25, 1870. The legal tender reserve amounts to \$71,361,168 against \$57,215,525 same time last year. The circulation now stands at \$30,560,606, against \$33,094,113 same time last year. The loans are now \$293,979,645, against \$277,017,367 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 68 millions.

The U. S. Sub-Treasurer retired, last week, \$2,029,822 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$4,357,133 in currency, and \$60,052,971 in coin, against a balance a week previous of \$4,044,548 currency, and \$58,857,911 coin.

Government revenues have been on a moderate scale, since our last. The excises yielded last week nearly four millions. The customs at the port of New York, last week were \$2,223,822; and at the outports, equal to about \$725,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been \$143,122,569.

Gold has been quoted firmer on a somewhat livelier business chiefly on speculative account. The export drain has been rather heavier. The customs call has been moderate. The coin interest disbursements of the Treasury Office have been more extensive, chiefly on the July account. On Monday and Tuesday of this week, these disbursements reached \$5,337,000. On Wednesday, they were \$750,000. The range of the price, during the week, has been from 112¼@113½, and the closing quotation on Wednesday was 113 against 112¾ the preceding Wednesday. The outflow, last week, was \$2,448,230; on Tuesday of this week to \$925,000, and on Wednesday, to \$351,257. The Gold Exchange Bank clearances daily, through the week have been as follows: June 22, \$43,499,000; June 23, \$33,066,000; June 24, \$34,516,000; June 26, \$22,265,000; June 27, \$32,414,000; June 28, \$27,008,000.

The customs at this port on Wednesday were \$334,000.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$85,524,679 against \$86,380,851 same time in 1869-'70.

The export drain was \$2,448,230 last week, against \$1,270,179, same week preceding year. The shipments since July 1, 1870, have been \$81,718,748, against \$33,429,504 same time in 1869-'70.

The customs demand for Gold last week, averaged \$395,667 a day; thus far, this week, it has averaged \$303,600 a day, or equal to a weekly aggregate of \$1,821,600. The arrivals of specie from Europe, Havana and other foreign ports last week were \$4,286 and since Jan. 1,

1871, \$3,167,507 against \$7,047,872 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$145,335,323, against \$132,984,544 same time in 1869-'70.

Foreign Exchange has been in fair demand and quoted firmer in price, closing on Wednesday, with Bankers' sixty day bills on London at 110 $\frac{3}{8}$ @110 $\frac{3}{8}$; sight bills on London, 110 $\frac{3}{8}$ @111 $\frac{1}{8}$.

The produce exports from this port, week ending with June 27, were to the currency value of \$3,866,075.

The aggregate of the impending July interest and dividend disbursements is unusually large, estimated as exceeding 115 millions coin and currency on all accounts. The bulk of this enormous amount must seek for prompt and profitable employment.

Government securities have been in light supply and good request at a further improvement in prices.

Washington reports say that Secretary Boutwell has for some time past been receiving from financial men in different parts of the country suggestions in relation to the new loan, some of them advising that certain amounts of the issue of 1862 be replaced by the new five per cents. This subject now occupies the attention of the Secretary, and it is supposed he will soon come to a conclusion upon it.

On Wednesday, Government bought in a million of Five-Twenties at 111 85@111 87, ex-interest. The amount of bonds offered was \$2,649,300.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118 $\frac{1}{4}$; U. S. Five-Twenties of 1862, 113 $\frac{1}{8}$ @113 $\frac{1}{4}$; U. S. Five-Twenties of 1864 at 113@113 $\frac{1}{4}$; U. S. Five-Twenties of 1865, 113@113 $\frac{1}{4}$; U. S. Five-Twenties of 1865 consolidated, 115 $\frac{1}{4}$ @115 $\frac{3}{8}$; U. S. Five-Twenties of 1867, 115 $\frac{1}{4}$ @115 $\frac{1}{2}$; U. S. Five-Twenties of 1868, 115 $\frac{1}{2}$ @115 $\frac{3}{4}$; U. S. Ten-forties at 110 $\frac{3}{8}$ @111; U. S. Six per cent. currency bonds, 115@115 $\frac{1}{4}$.

The Stock Board has resolved to hold no business session on Monday next. Tuesday next will be the Fourth of July and a close, legal holiday. The Gold Exchange has adopted a similar resolution.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 14.	June 21.	June 28.
Consols	92	92 $\frac{1}{8}$	92 $\frac{1}{8}$
U. S. 5-20's of 1862..	90 $\frac{3}{8}$	90 $\frac{3}{4}$	91
U. S. 5-20's, 1865....	90 $\frac{1}{8}$	90 $\frac{1}{2}$	90 $\frac{3}{8}$
" 1867	92 $\frac{3}{8}$	*90	90 $\frac{1}{8}$
" 10-40s	88 $\frac{1}{2}$	88 $\frac{3}{4}$	88 $\frac{3}{4}$
Erie	24 $\frac{1}{2}$	24 $\frac{1}{8}$	24 $\frac{1}{2}$

* Ex July coupon.

State bonds have been in fair demand at steadier prices.

Railway bonds have been in better request and have been quoted strong and buoyant in price. Central Pacific Sixes closed at 102 $\frac{3}{8}$ @102 $\frac{1}{2}$. This loan has been in especial favor with foreign buyers, who promptly take the current very small offerings at the prevailing figures. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in more active demand at 92 per cent. and accrued interest. The small portion of this loan yet unmarketed is being sold

quite rapidly, the sales continuing to run considerably ahead of the money requirements of the Company, though the work of constructing the extreme western extension of the road to the Ohio River is being pushed forward with unusual energy, leading to a correspondingly free expenditure of funds for material and labor. Union Pacific Sixes closed at 91 $\frac{1}{2}$ @92.

Business in Railway and miscellaneous share property has been moderately active, and prices have shown more firmness as a rule. The serious depression in values, last week, led to the suspension of several firms in the Stock line, some of them quite prominent as operators. The latest transactions indicated less buoyancy.

General business has been less active, though, in most instances, buyers have had any existing advantage as to prices. Middling upland cotton closed on Wednesday at 20 $\frac{1}{8}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,870,040 bales, against 2,780,287 bales same time last year; exports 3,053,000 bales, against 2,070,665 bales same time last year; stock at the ports at latest dates, 207,494 bales, against 193,468 bales same date 1870.

At the Live Stock Markets, Beeves have been in less demand at from 9@12 $\frac{1}{2}$ cts; Veal Calves, at 5@9 $\frac{1}{2}$ cts; Sheep at 4@8 cts; Lambs at 8@11 cts; Swine, 4 $\frac{1}{2}$ @4 $\frac{7}{8}$ cts per lb., all live weight. The week's receipts were 6,299 Beeves, 4,188 Veal Calves, 29,392 Sheep and Lambs; and 27,333 Swine.

Foreign goods have been in quite moderate request, at drooping prices. The week's imports of foreign goods reached \$7,552,228, including \$1,210,951 of dry goods.

Ocean freights have been less active but quoted firmer, on a lighter supply of room. The main business has been in Grain, Petroleum, Provisions, Naval Stores and Tobacco.

At the auction sale of Scranton Coal on Wednesday, 120,000 tons were sold at reduced prices, ranging from 4.30@5.45, against 4.62 $\frac{1}{2}$ @6.00 in May.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R. R., 93 $\frac{1}{2}$; St. Louis and Iron Mt. R. R., 60 $\frac{1}{2}$; do. 1st mort., 94; Nashville and Decatur 1st mort., 7s, guar. by Louisville and Nashville R. R., 86 $\frac{3}{4}$; Toledo, Wabash and Western consol. bonds 89; Long Dock bonds, 90; Gt. Western 1st mort., 1888, 93 $\frac{1}{2}$; Quincy and Toledo 1st mort., 85 $\frac{1}{2}$; Central of New Jersey new bonds, 103 $\frac{1}{4}$; Toledo, Peoria and Warsaw 2d mort., 78; Cedar Falls and Minnesota 1st mort., 88 $\frac{1}{2}$; North Missouri 1st mort., 89; do. 2d mort., 65; Cleve., Painesv. and Ash. new bonds, 95; Chicago and Northwestern Interest bonds, 94; Mil. and St. Paul 1st mort., Iowa div., 93; Am. Dock and Imp. 7s, 100 $\frac{1}{4}$; Cleveland and Toledo new bonds, 95; South Carolina 6s, new Jan. and July, 62 $\frac{1}{4}$; do. April and Oct., 61 $\frac{1}{4}$; Georgia 7s, gold, 94; Alabama 5s, 70; North Carolina 6s, special tax, 21; Maryland Coal, 30; Consol. Coal of Md., 38; Spring Mt. Coal, 70; Cumberland Coal and Iron, 50; Wells-Fargo Exp., 45; Am. Mer. Union Exp., 53 $\frac{3}{4}$; Adams Exp., 80 $\frac{1}{2}$; U. S. Exp., 53 $\frac{3}{8}$; Brunswick City Land, 9; Western Union Telegraph, 58 $\frac{1}{4}$; Quicksilver mining pref., 19 $\frac{1}{2}$.

Philadelphia.—Tioga 7s, 98; Warren and Franklin 7s, 92; Steubenville and Indiana 6s, 73; Pennsylvania Canal bonds, 80 $\frac{1}{2}$; Connecting R. R. bonds, 87 $\frac{3}{8}$; Schuylkill Nav. 7s, B. L., 85 $\frac{1}{2}$; Philadelphia and Reading debent. bonds, 83 $\frac{1}{2}$; Wilmington and Reading 7s, 96 $\frac{1}{2}$; West Jersey 7s, 101 $\frac{1}{4}$; Delaware Division Canal, 47; 5th and 6th streets R. R., 45; Huntingdon and Broad Top Mt. pref., 12 $\frac{1}{2}$; do. 1st mort., 100; do. consol. bonds, 45; Nesquehoning R. R., 55; New Creek Coal, $\frac{1}{4}$. The latest quotations are: City 6s, 99@100; do. free of tax, 99 $\frac{3}{4}$ @100; State 6s, coupon, 100@101; do. 6s, W. L., 102@103; do. 1st series, 103 $\frac{1}{4}$ @103 $\frac{1}{2}$; do. 2d series, 106@107; do. 3d series, 109@109 $\frac{1}{2}$; Reading, 54 $\frac{1}{2}$ @54 $\frac{3}{8}$; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 97@97; Camden and Amboy, 126@126 $\frac{1}{2}$; do. mort. 6s, 1889, 95@95 $\frac{1}{2}$; do. 1883, 92 $\frac{1}{2}$ @93 $\frac{1}{2}$; do. 1889, 88 $\frac{1}{2}$ @89 $\frac{1}{2}$; Pennsylvania R. R., 60@60 $\frac{1}{4}$; do. 1st mort., 103 $\frac{1}{4}$ @103 $\frac{1}{2}$; do. 2d mort., 99@99 $\frac{1}{2}$; do. General mort. coupon, 96@97; do. reg., 95@95 $\frac{1}{2}$; Little Schuylkill R. R., 46 $\frac{1}{2}$ @47; Morris Canal, 50@52; do. pref., 123@125; do. 6s, 90@98; Susquehanna Canal, 10@11; do. 6s, 61 $\frac{1}{2}$ @62 $\frac{1}{2}$; Schuylkill Nav., 9@9 $\frac{1}{4}$; do. pref., 18 $\frac{1}{4}$ @18 $\frac{1}{2}$; do. 6s, 1882, 79@79 $\frac{1}{2}$; Elmira and Williamsport pref., 43 $\frac{1}{2}$ @44 $\frac{1}{2}$; do. 7s, 1873, 94@96; do. 5s, 61 $\frac{1}{2}$ @—; Lehigh Coal and Navigation, 38@38 $\frac{1}{2}$; do. 6s, 1884, 88@88 $\frac{1}{2}$; do. R. R. Loan, 91@92; do. Gold Loan, 89 $\frac{3}{4}$ @90; North Pennsylvania, 48 $\frac{1}{4}$ @48 $\frac{1}{2}$; do. 6s, 101@102 $\frac{1}{2}$; do. 7s, 98@99; do. Chatte 10s, 111@112; Philadelphia and Erie, 28@28 $\frac{1}{2}$; do. 6s, 92 $\frac{3}{4}$ @94; Minehill, 54@54 $\frac{1}{4}$; Catawissa, 21@22 $\frac{1}{2}$; do. pref., 47 $\frac{3}{4}$ @48; Lehigh Valley, 61 $\frac{1}{4}$ @61 $\frac{1}{2}$; do. 6s, 97@—; Fifth and Sixth streets, (horse,) 44@—; Second and Third, 64@65; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 31@32; Green and Coates, 44@46; Chestnut and Walnut, 51 $\frac{1}{2}$ @52; Hestonville, 20 $\frac{3}{8}$ @20 $\frac{3}{8}$; Union, 60@—; Germantown, 32@35.

Boston.—Chicago, Burlington and Quincy R. R., 155; do. 8s, 109 $\frac{3}{4}$; Cape Cod R. R., 67 $\frac{1}{2}$; Conn. and Pass. Rivers pref., 92; do. 6s, 1876, 94; do. 7s, 1876, 100; Rutland pref., 87 $\frac{3}{4}$; do. 7s, 1880, 86 $\frac{1}{2}$; do. 8s 1880, 100 $\frac{3}{8}$; Portsmouth, Gt. Falls and Conway R. R., 112 $\frac{1}{2}$; Indianapolis and Cincinnati R. R., 6 $\frac{1}{4}$; Cincinnati, Sandusky and Cleveland R. R., 23; Berkshire R. R., 80 $\frac{1}{4}$; Atchison, Topeka and Santa Fe R. R., 16; do. 7s, 1875, 81; Norwich and Worcester, 116 $\frac{3}{4}$; Vermont Central 1st mort., 87; do. 2d mort., 44; Leavenworth, Lawrence and Galveston 10s, 99 $\frac{3}{8}$; Cedar Rapids and Missouri 7s, 1916, 90 $\frac{1}{8}$; do. 1891, 90 $\frac{1}{8}$; Eastern R. R. 6s, 1874, 98 $\frac{3}{4}$; Phila. and Reading 7s, 100; Boston Water Power Co., 38; Cary Imp., 16 $\frac{1}{2}$; Waverly Land, 3 $\frac{1}{2}$; Ophir (N. S.) gold, 6c; Haverhill 5s, 1878, 91 $\frac{1}{4}$; Chicago 7s, 1877, 96 $\frac{1}{4}$; do. 1892@1895, 100 $\frac{3}{4}$; Cincinnati 7 3-10s, 1899, 106 $\frac{1}{2}$; St. Louis 6s, 1882, 91 $\frac{1}{4}$; do. 1877, 95 $\frac{1}{4}$; Minneapolis 8s, 1890, 100; Cook Co., Ill., 7s, 100 $\frac{1}{2}$; St. Louis County, 7s, 1873, 99 $\frac{3}{4}$; Portland 6s, 1877, 94 $\frac{3}{4}$; Bath 6s, 1891, 88; Boston 6s, 102 $\frac{1}{2}$; Lyon Co., Kansas, 7s, 1900, 56; Albany 6s, 1896, 94 $\frac{1}{8}$; Lynn 5s, 1882, 86 $\frac{1}{2}$; Cambridge 5s, 1877, 91 $\frac{1}{2}$; do. 1882, 88 $\frac{3}{8}$; Allouez Mining Co., 2 $\frac{7}{8}$; Calumet and Hecla, 120; Hancock, 2 $\frac{1}{2}$; Mesnard, 30c; Petherick, 1 $\frac{1}{2}$.

Baltimore.—Pittsburg and Connellsville 7s, 96 $\frac{3}{4}$; Western Maryland 1st mort., guar., 95; Orange, Alex. and Manassas bonds, 82 $\frac{1}{2}$; Northern Cen-

tral gold bonds, 94½; Virginia 6s, reg., 1867, 68. The latest quotations are: Pittsburg and Connells-ville 7s, 1898, 96½@96¾; Baltimore and Ohio, 140 @148; do. 6s, 1875, 98¾@99; do. 1880, 98@—; do. 1885, 95½@96; Northern Central, 41@41¼; do. 6s, 1885, 94½@95½; do. 1900, 90@90½; do. 6s, 1900, gold, 94½@94¾; N. W. Va. 1st mort., 98½@99; do. 2d mort., 98¾@—; do. 3d mort., 1885, 92@95; Marietta and Cincinnati 7s, 1892, 98 @99; do. 2d mort., 84¾@85; do. 3d mort., 82½@83; Central Ohio, 29@32; do. 1st mort., 86@87; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 95@95; do. 2d mort. guar., 93@95; do. 2d mort. pref., 59½@60; do. 6s, guar. by Washington Co., 87@88; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 85@86½; do. 2d mort. 6s, 79@81; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 82 @82½; Virginia and Tennessee 8s, 88@90; do. 6s, 1st mort., 89@91½; do. 6s, 2d mort., 77@77; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do. 1890, 98½@98¾; do. 1893, 98@—; do. 1900, 98½@99; do. 5s, 1838-70, 80@81; Memphis City 6s, 57½@58¼; Maryland Defense Loan, 1883, 104 @104¾; City Passenger R.R., 22½@24; George's Creek Coal, 73@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.00; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

\$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of \$66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining \$134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, \$300,000,000, embraced in the Act will be offered in connection with \$300,000,000 Four and one half per Cents, and any part of \$700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt,"

approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, 18....

Entered Recorded

.....

Register of the Treasury.

Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the purpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about \$10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. The Loan creates no additional supply of Government Stocks, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of \$2,755,000,000, and an annual taxation of \$311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From \$2,755,000,000 the Principal of the Debt has been reduced to \$2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of \$151,832,000 per annum, the Interest charge has been reduced to \$112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from \$311,000,000 in 1865-66 to about \$154,000,000 per year in 1870-71, (estimating for

the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of \$28,000,000 will come in under the Act of July, 1870, so as to give only \$126,000,000 for the year, or about two fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to \$126,700,949, or an average saving per year of \$63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold bearing debt since May 1, by the sum of \$8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of \$8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, \$1,894,128,750, as against \$2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	\$2,150,784,112	\$2,107,846,150	\$1,894,128,750
Circulation.....	605,211,163	383,546,864	366,333,903

Total.....\$2,755,995,275 \$2,491,393,004 \$2,260,462,653

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862.....	\$382,958,500	\$103,973,500	\$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100,676,750
5-20s, 1865.....	123,660,150	53,552,100	177,212,250
5-20s, 1865 (n.)....	179,269,500	70,851,450	250,220,950
5-20s, 1867.....	241,686,650	91,325,100	333,011,650
5-20s, 1868.....	28,003,350	11,603,000	39,612,350
Total.....	\$1,000,436,700	\$387,229,250	\$1,387,665,950
Sixes, 1881.....	93,250,400	190,417,00	283,667,400
Fives, 10-40s.....	57,279,650	138,287,650	195,567,300
Fives, 1874.....	13,965,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400
Total.....	\$1,170,048,750	\$724,080,000	\$1,894,128,750
Total March 4, 1869			2,107,846,150

Reduction of Funded Debt.....\$214,717,400
Yearly Gold Interest charge, 1869.....\$124,255,350
Present yearly charge.....111,419,993

Reduction in Interest Charge.....\$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of \$500,000,000 United States six per cents for new five per cents of 1861.....\$5,000,000
By exchange of \$300,000,000 United States six per cents for four and a half per cents of 1866.....4,500,000
By exchange of \$700,000,000 United States six per cents for four per cents of 1901.....14,000,000

Total saving per annum by refunding.....\$23,500,000

C. C. NORVELL,

In charge of United States Loan Advertising.

TREASURY OFFICE, }
NEW YORK, June 3, 1871. }

Commerce of New York.

The foreign imports at New York for the month of May, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consump't'n.	\$13,027,399	\$16,544,919
Do. for warehousing....	10,474,170	14,842,869
Free goods.....	1,115,039	2,758,231
Specie and bullion.....	667,807	142,477

Total entered at port...	\$25,284,415	\$34,288,496
Withdrawn fr. wareh'use	10,615,377	10,070,612

The foreign imports at New York for the five months from January 1, were:

	1870.	1871.
Entered for consump't'n.	\$67,698,754	\$88,865,927
Do. for warehousing....	54,895,437	64,242,927
Free goods.....	4,966,720	13,736,707
Specie and bullion.....	6,974,809	3,390,046

Total entered at port...	\$134,445,720	\$170,235,607
Withdrawn fr. wareh'se	52,079,845	54,487,088

The foreign imports from New York for eleven months ending May 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$134,708,154	\$156,339,208
In January.....	24,725,375	28,792,062
In February.....	25,867,998	35,491,324
In March.....	29,695,633	38,696,064
In April.....	29,372,299	32,967,661
In May.....	25,284,415	34,288,496

Total for eleven mos...	\$269,153,874	\$326,574,815
Deduct specie.....	12,752,011	8,091,731

Total mdse.....\$256,401,863 \$318,483,084

The revenue from customs at New York for eleven months ending May 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	\$61,552,308 75	\$67,729,184 75
In January.....	9,840,502 99	12,010,020 67
In February.....	11,750,424 06	12,258,147 69
In March.....	11,977,323 42	15,305,799 14
In April.....	12,799,598 49	12,535,090 06
In May.....	11,473,412 25	11,490,140 42

Total 11 months..\$119,393,569 96 \$131,328,382 73

The exports from New York to foreign ports in the month of May, were:

	1870.	1871.
Domestic produce.....	\$14,167,414	\$17,066,928
Foreign free goods.....	29,879	169,250
Do. dutiable.....	918,306	783,607
Specie and bullion.....	4,485,373	9,615,698

Total exports.....	\$19,600,972	\$27,635,483
Do. exclusive of specie.	15,115,599	18,019,785

The exports from New York to foreign ports for five months from January 1, were:

	1870.	1871.
Domestic produce.....	\$65,888,123	\$92,832,816
Foreign free goods....	235,411	461,388
Do. dutiable.....	4,466,297	3,372,605
Specie and bullion.....	12,583,238	32,949,884

Total exports.....	\$83,173,069	\$129,616,693
Do. exclusive of specie.	70,589,831	96,666,808

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1870.	1871.
Six mos. ending Jan. 1.	\$109,954,573	\$107,654,919
In January.....	12,893,166	18,837,876
In February.....	11,940,146	18,739,742
In March.....	15,943,095	22,139,332
In April.....	14,697,825	18,930,074
In May.....	15,115,599	18,019,785

Total produce.....	\$180,544,404	\$204,321,728
Add specie.....	29,239,793	74,300,759

Total exports.....\$209,784,197 \$278,622,487

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT LIABILITIES THEY MAY INCUR UNDER THEIR CHARTER—POWERS OF ROAD SUPERINTENDENT.

The facts in the recent case of *The Toledo, Wabash and Western Railway Company vs. Rodrigues* (47 Ills., 188), are fully and clearly stated in the following opinion by

WALKER, J.—It appears, from the record in this case, that one Johnson, while in the employment of the railroad company, as a brakeman, was run over by a locomotive and injured. That the station agent at Jacksonville, where the injury occurred, employed appellee to nurse and take care of Johnson, and told appellee that appellant would pay him for his services. Appellee performed the services and presented his bill to the station agent for payment. He wrote to the general superintendent, making a full statement of all that had been done, but there seems to be no evidence that this letter was received. After the account was rendered, the general superintendent conferred with the station agent in reference to the various items and as to whether the charges were reasonable, when the superintendent said if they were reasonable he would pay the account, and made no other objections at the time.

On the trial below, and in this Court, it is insisted that these agents acted without authority, and there is no legal obligation resting upon appellant to pay for these services notwithstanding the employment by the station agent, and the recognition of his contract by the general superintendent of the road. Although the charter of the company may not in terms authorize the body to incur expense on account of injury received by their employees, in the discharge of their hazardous employment, yet it will not be seriously contended but that they may, in exercising their franchises, incur such a liability.

If, from the necessary hazards of the employment a person devoting his energies in promoting the interests of the company at a moderate compensation without fault on his part, is severely injured, and for a length of time is wholly disabled, humanity, if not strict justice, would say that when the company have employed others to take care, and incur the expense of his cure, they should be compelled to observe their contract, and meet the expense.

When an employee has been disabled and rendered helpless, in the employment of the company, we can see no reason why this is not a sufficient consideration to support a promise to pay for the nursing and medical attendance necessary to his cure, when the agreement is express and not by implication. To have that effect there should, at least, be a request to perform the service. It is not such a duty resting on the company, that any person, without authority from the company, may render the service and compel payment. The request should be express and explicit, and from a person who is empowered to act for the company.

In this case, appellee was requested to render the service by the local agent entrusted with the affairs of the company at that station. He wrote soon after to the general superintendent, informing him of what had been done. Having written in the usual course of business, we must presume

that the letter was received. Again, there is no evidence that he countermanded the order, and not only so, but he, when the bill was presented for payment, recognized the validity of the contract and said he would pay reasonable charges for the services, and based his only objection upon the high prices charged. This, in our judgment, made a clear case for a recovery, for a reasonable compensation, if these offices had authority from the company to incur the liability.

Whether the station agent had such power or not, the general superintendent was clothed, and necessarily must be, with large specific as well as discretionary powers. As his title implies, he has a general superintendence of the business affairs of the road, and we deem it but a reasonable inference to conclude that this was within the scope of these powers, and when exercised, that the company must be held liable. The corporation is governed within its charter by the adoption of rules and regulations for the purpose. These regulations govern the action of the officers. By them they confer powers and impose duties upon their various agents and officers; and by this means they exercise their franchises. These regulations are private and not accessible to the public, and hence the difficulty of other persons showing, except by inference or circumstantial evidence, that any officer performs any act within the scope of his authority. It would, therefore, be unreasonable to require positive proof of such authority. The fact must be left to proof, as in other cases. And when it is known that the general superintendent manages all the business of the road within his department, and binds the company by contracts on its behalf, in regard to its general business, it may be safely inferred that such a contract as this was within the scope of his authority.

Although the instructions may not have been strictly accurate, we do not see that they could have misled the jury. Even if they were not all precisely applicable to the evidence, the finding of the jury was clearly right, and the rejection or proper modification of any of them could not have changed the result.

The judgment of the Court below must, therefore, be affirmed.

Judgment affirmed.

The *Sheboygan Herald* says that a corps of engineers is engaged in surveying a line for the extension of the Sheboygan and Fond du Lac Railroad from the latter city to Ripon, and that work is to be commenced on the line as soon as the survey is completed. It is anticipated that this line will be completed and the cars running before winter.

The *London Times* has advices from Canada, stating that the Commissioners for the Intercolonial railway have accepted the tenders of the Fairbairn Engineering Company, and Messrs. Clarke, Reeves & Co., of the Phoenixville Works, near Philadelphia, for the iron bridges to be adopted throughout the line.

The *St. Paul Press* states that the branch line of the St. Paul and Pacific road from Sauk Rapids to Brainard, is to be given up for the present, in favor of the projected extension from St. Cloud to Otter Tail and Pembina.

The New Jersey Railroad Lease.

Proceedings have been commenced in the Court of Chancery, at Trenton, to test the validity and constitutionality of the proposed lease by the united railroad companies of New Jersey to the Pennsylvania Railroad Company. On Saturday last a bill was filed in the Clerk's office of the Court by a large number of stockholders of the united companies, among whom were John Black, Henry H. Longstreet, Samuel C. Forker, Thomas N. Adams, Thos. Robb, Caleb R. Smith, Samuel Rogers, William R. Vandegrift, David Harmer, Jacob M. Douglas, of Burlington county; Henry D. Johnson and Robert C. Hutchinson, of the county of Mercer, Ira C. Voorhees and Louis Stout, of Middlesex, and Charles Bartels, Jediah Higgins, John V. Capner, Avery Parker and others, of the county of Hunterdon, asking the Chancellor to restrain by injunction the officers and directors of the united companies from executing said lease and transferring the property and franchises of the company to the Pennsylvania companies. The Chancellor, on the filing of the bill, granted a temporary injunction, with a rule to show cause the 25th of July why the same should not be made absolute.

New Outlet for Wilkesbarre Coal.

The Pottsville *Miners' Journal* says that a new railroad is projected from Wilkesbarre to Williamsport, which will form a new outlet for the coal of that region for the West, to supply which with that coal, great exertions are now being made. The increased supply of coal of that region will undoubtedly find its way into the interior and not towards the seaboard, and will thus come into competition with the Shamokin coal for the Western trade. The Wilkesbarre region also has another outlet eastward to Albany, N. Y., and near West Point it is proposed to bridge the Hudson River and thus connect with lines now extending into New England. With these lines finished, they will have five outlets, North, South and West, independent of those running East and to the seaboard.

The contract for the grading and masonry of the extension of the Portsmouth, Great Falls and Conway road from West Ossipee to North Conway, a distance of seventeen miles, has been awarded to George F. Hitchings of Portland, who has been engaged since December last in grading the road from Union to West Ossipee, a distance of twenty-eight miles, for the same company. Work will be immediately begun on the new contract and completed to Conway by October of this year.

The contract for the construction of the extension of the Bangor and Piscataquis Railroad from Foxcroft to Guilford has been awarded to Savage, Berry & Co. of Augusta, who have lately been at work on the Portsmouth, Great Falls and Conway road. The contract is for grading, masonry, etc., completing the road except track-laying and ballasting.

The Directors of the New Jersey Railroad and Transportation Co. have elected the following officers: President, A. L. Dennis; Treasurer, H. J. Southmayd; Superintendent and Vice President, F. W. Jackson; Secretary and General Passenger Agent, F. W. Rankin.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. C. Key Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Lamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.
At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city. The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for five millions of dollars of the stock of the

Company, whenever one million of dollars thereof has been subscribed for by private parties. This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company. On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twentieth day of July, 1871.

By order of the Board of Directors,
Alexander T. Stewart, } Commissioners on behalf
John Jacob Astor, } of the Company.
Levi P. Morton, }
New York, June 16, 1871.

Railroad from Canandaigua to Avon.

We learn from the Ontario *Times* that the Erie Railway Company have projected a railway from Canandaigua to Avon, and engineers are now making the surveys. The *Times* understands the object of the road to be "to open a coal line through to Buffalo, connecting with the main line of the Erie at Avon. It is the design to make it a narrow gauge road, and a third rail will be laid down from Avon to Buffalo. The route will pass through the towns of Canandaigua, East Bloomfield and West Bloomfield, in Ontario county, and Lima and Avon, in Livingston county, and will follow the Batavia road nearly to East Bloomfield, and then bear slightly to the westward, passing that village about as far to the west as the Batavia road does to the east."

The iron railroad bridge over the Ohio river at Benwood, which has been in course of construction for two years, was so nearly completed on the 21st ult., as to admit of an engine being passed over it. The bridge is nearly three-fourths of a mile in length. The channel span is three hundred and fifty feet long, ninety-five feet above low water mark, and contains six hundred tons of iron. The approach on the Ohio side is made by an arcade consisting of forty-one arches, forty feet from centre to centre, and is pronounced by competent judges to be the finest piece of masonry in the country. It is proposed, we understand, to open the bridge formally on the fourth of July.

The subscribers to the South Branch Railway Company, the first narrow gauge railway in West Virginia, and which should prove a valuable feeder to the Baltimore and Ohio railroad, held a meeting in Romney, West Virginia, on the 17th ult., and elected a board of directors, with Col. Robert White as President. Subscriptions to the stock of the road by the people of Romney are reported to be progressing satisfactorily. The route is said to present few difficulties, and the hope is expressed that the line will be constructed at least as far as the town of Romney within six months.

A branch railroad, about four miles in length, to connect the Central Railroad of New Jersey with the Newark and New York railroad, has just been commenced, to be completed in about five months. The road commences at Elizabeth, and runs in a straight line across the Salt Meadows. As there will be no heavy excavations to make, or gullies to span, it can be constructed at comparatively little expense. The track, when completed, will be the means, it is believed, of restoring all the meadow lands lying west of it, as it will be laid upon an embankment high enough to shut out the overflows from the river.

At the annual meeting of the Shore Line Railroad Company held in New Haven on the 19th ult., the following gentlemen were elected directors: Sereno H. Scranton, Simeon B. Chittenden, Cornelius S. Bushnell, Charles G. Landon, Edward Ingraham, James M. Townsend and A. N. Ramsdell. Subsequently the following officers were chosen: Sereno H. Scranton, President; Simeon B. Chittenden, Vice President; Edward S. Scranton, Secretary, Treasurer and Transfer Agent. A dividend of 34 per cent. was declared payable on Monday, July 3, 1871.

The cars of the South Shore R.R. have been running since Monday over the finished portion of the Duxbury and Cohasset Railroad, as far as South Scituate Station, a distance of six miles from Cohasset. The Old Colony and Newport Railway Company, who operate both the above roads, now run two trains daily between Boston and South Scituate.

General Barnes, Vice President of the International Railroad of Texas, says seventy-five miles of the Texas end of the road is graded and seventy miles of iron furnished. Fifteen miles of the road is in operation. The road commences at Hearn on the Houston and Texas Central line, and will (he thinks) connect with the Cairo and Fulton and the St. Louis and Iron Mountain roads in twenty months.

A corps of engineers has commenced the preliminary survey of the proposed Narrow Gauge Railroad, from Lancaster to Reading. The entire distance is estimated to be about 31 miles. The route will be along the Wyomissing, Little Muddy and Conestoga Creeks.

The coupons of the first mortgage seven per cent. gold bonds of the Rondout and Oswego Railroad Company, due July 1, will be paid on and after that date at the office of Messrs. Edward Haight & Co., the financial agents, No. 9 Wall-st., N. Y.

The Central Valley Railroad is the name of the narrow gauge railroad that is now under construction in Chenango county, N. Y. The plan is to make this road form the first link in a through line extending via Courtland and Auburn to the Lakes. The rail to be used is limited by law to a minimum weight of forty pounds to the yard, while the gauge is three feet and the passenger cars will be five feet wide.

The patent of the invention of the late Henry Burden, of Troy, N. Y., for a horse shoe machine, dated June 30th, 1857, has been extended by the Commissioner of Patents, on proof submitted in the case. It is computed that the invention has saved to the public \$32,800,000 during the past 14 years. The examiner's report admits a saving of \$18,000,000. The extension is for seven years, from June 30th.

The July semi-annual interest coupons of the First mortgage Bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railroad Company (all now consolidated under the former title), will be paid in gold, free of Government tax, on and after July 1, at the Banking House of Messrs. Fisk & Hatch, No. 5 Nassau street.

A despatch from A. C. Mitchell, President, dated Lebanon, Missouri, June 22, announces that the contract for grading, ironing and equipping the Laclède and Fort Scott Railroad from the Mississippi river to Fort Scott has been closed with George A. Fitch, of New York.

All the general offices of the Kansas Pacific Railroad, excepting those of the Vice President, treasurer and supply agent, have been removed from St. Louis to a point in Kansas just across the Missouri State line, west of Kansas City.

The directors of the Maryland Central Railroad Company have elected the following officers: President, William Gilmor; Secretary, George U. Porter; Treasurer, James Warden.

The Queen Anne's and Kent County (Md.) Railroad, will be complete, it is said, by the 15th of July, the entire line having been graded and bridged.

ROME, WATERTOWN AND OGDENSBURG R. R.,
VICE PRESIDENT'S OFFICE,
136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.

120 BROADWAY, NEW YORK,
June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t

A. H. BARNEY, Treasurer.

TO RAILROAD CONSTRUCTION CONTRACTORS.—The President and proper officers of the Selma, Marion and Memphis Railroad Company will be at the office of V. K. Stevenson & Son, 11 Pine street, New York, next Wednesday, the 5th day of July, and from day to day thereafter, to receive bids and answer inquiries as to character of means of paying for work, and also the character of work to be done, on about two hundred and fifty miles of railroad in Tennessee, Mississippi and Alabama. The means are abundant, including city and county bonds, payable in from one to twenty years in first mortgage bonds guaranteed by the State of Alabama, and the first mortgage bonds on the part of the road lying in Mississippi and Tennessee, all bearing eight per cent. interest, together with a large amount of the best Mississippi river bottom lands. Only strong contractors need apply. To such very profitable work will be given in large contracts. The road is about three hundred miles long, with fifty (50) finished. There is no rock. Timber abundant and cheap. Labor principally freedmen at fair wages.

LAKE ONTARIO SHORE RAILROAD.

Notice to Contractors.

Proposals will be received at the office of the Secretary of the Lake Ontario Shore Railroad Company in Oswego, until noon of July 5, 1871, for the Grading, Masonry, Superstructure and Fencing, for that part of the Lake Ontario Shore Railroad between the City of Oswego and the west line of Wayne County, State of New York, a distance of about fifty miles.

Proposals will be received for the whole or any part thereof. Maps, profiles and specifications may be seen at the Engineer's office in Oswego, between the 20th of June and the 5th of July 1871. No proposals will be received not made out on the Company's blanks; and the Company reserve the right to reject any and all bids, as they may elect. GILBERT MOLLISON,

President.

Oswego, June 15, 1871.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,

Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

Tenders will be received for either the whole distance from Cascumpec to Georgetown in one contract or in three contracts as follows:

No. 1. From Charlottetown to Summerside, with Station Houses and Wharves at both places.

No. 2. From Charlottetown to Georgetown, with Stations and Wharf at Georgetown.

No. 3. From Summerside to Cascumpec, with Station Houses and Wharf at Cascumpec.

T. HEATH HAVILAND,

Colonial Secretary.

W. G. CHITTICK,

35 WALL ST, NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS

A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

Orders for Stocks and Gold carefully executed at the Regular Boards.

Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley,	Nathan A. Baldwin,
Edward Rowe,	J. Carothers,
T. M. Niven,	George W. Quintard,
James Murphy,	William A. Seaver,
	Phillip M. Millsbaugh.

DESIRABLE

HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,

141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE

7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are **PAYABLE IN GOLD.**

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and

THOMAS CLARK, Jr.,

Financial Agents.



**I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,**

UTICA, NEW YORK.

Established 1851.

**Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,**

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE,
1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,

49tf

18 William street

NEW YORK**State Railroad Bonds.**

A First-Class Home Investment.

**FIRST MORTGAGE
GOLD BONDS**

OF THE

**RONDOT AND OSWEGO
RAILROAD.**

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

MEYERDAHL, SCHONBERG & CO.,

31 Pine Street,

NEW YORK.

IMPORTERS OF

RAILROAD IRON,

AND DEALERS IN

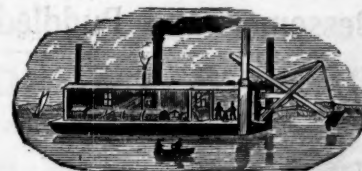
RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S

Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

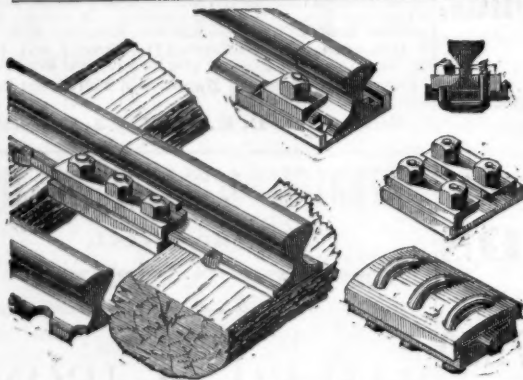
A DIVIDEND OF FIVE PER CENT. IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer,



Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
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RAIL JOINTS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the **United States** or **Canadas**.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

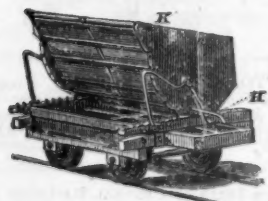


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

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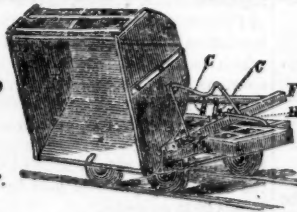


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILE.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 30, steamer **HENRY CHAUNCEY**, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer **CONSTITUTION**, Capt. Lapidge, touching at Punta Arenas, San Jose, Guantimala, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 28.

Steamer **CHINA** will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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